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THE
ASIATIC SOCIETY OF BOMBAY
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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1875-76.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 31ST OCTOBER 1876.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

List of Members.

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BELL, BRANDENBURG & Co.
" BENN, ASHLEY & Co.
" CAMPBELL, MITCHELL & Co.
" CLASON (H.) & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FINLAY, SCOTT & Co.
" FORBES & Co
" FRAMJEE, SANDS & Co.
" GADDUM & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" KNOOP & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" NICOL (W.) & Co.
" OWEN & OKELL.
" PUNNETT & Co.
" PEEL, CASSELS & Co.
" RALLI BROTHERS.

Messrs. RITCHIE, STEUART & Co.
" SASSOON (D.) & Co.
" SIEGFRIED (JULES) & Co.
" SOUTHERN (R. L.) & Co.
" STEARNS, HIBBART & Co.
" SPINNER (E.) & Co.
" VINAY & Co.
" VOLKART BROTHERS.
" WALLACE & Co
" WATSON, BOGLE & Co.
THE AUSTRO HUNGARIAN LLOYD'S S.N. COMPANY.
THE AGRA BANK, LIMITED.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

Mr. J. A. FORBES, *Chairman.*
CAPTAIN G. F. HENRY, *Deputy Chairman.*

Hon'ble DONALD GRAHAM
Mr. ROBERT EWING
" A PRIOR DE SOANE
" J. Y. LANG
" G. E. NOBLE
} *Members.*

COMMITTEE FOR 1876-77.

Captain G. F. HENRY, *Chairman.*
Hon'ble DONALD GRAHAM, *Deputy Chairman.*

Mr. R. E. BICKERDIKE
" M. MOWAT
" WALTER LANG
" D. FINLAYSON
" J. A. BEYCE
} *Members.*

JOHN GORDON, *Secretary.*

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted at a General Meeting held on 9th August, 1876.

I. THAT the object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. That all persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. That one-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has

been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. That the Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 25 per month.*

VI. That the affairs and funds of the Association be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members, who shall be elected annually at a General Meeting of the Chamber in the month of September, and shall remain in office for one year, but be re-eligible on expiration of office. The Chairman and Deputy Chairman, as the case may be, to be *ex-officio* Chairman of the Committee, and in their absence the Committee to elect their own Chairman. Three to be a quorum. In the event of any Member of the Committee resigning or declining to serve, the remaining Members of the Committee shall fill up the vacancy.

VII. The Chairman, Deputy Chairman, and Members of Committee for election, must be proposed at least seven days before the General Meeting to be convened for the purpose of elections, and their names be published in the rooms of the Chamber for that period, and by circular. No two Members of one firm shall be on the Committee at the same time.

VIII. That all questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. That the Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and that their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

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* *Subscription.*—The following resolution was adopted at a Meeting of the Chamber on April 11th, 1876:—"That the subscription to the Chamber be reduced from Rs. 25 to Rs 20, and that the charge for a copy of each of the publications to Members be Rs. 16 per mensem."

X. That General Meetings of the Chamber be held quarterly for the purpose of discussing any measures of public interest which may arise, and that in the interval between the Meetings the Committee of the Chamber be intrusted with the selection of subjects for discussion at those meetings, and give notice of the same to the Members beforehand. That a Special General Meeting shall be called by the Chairman, or by his order, seven days after the receipt of a requisition from any three firms, Members of the Chamber; but that a majority of firms, represented by one or more Members from each firm, being Members of the Chamber, be required to constitute such General Meeting, and that the Annual General Meeting shall be held in the month of September, on such day as the Committee for the time being shall direct, such meeting to be convened on a seven days' notice. That all General Meetings of the Chamber shall be advertised in the newspapers.

XI. That the Committee be authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. That all moneys or funds of the Chamber, as received, be paid into the hands of the Treasurer or Treasurers for the time being, and that the same be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee.

XIII. That a Secretary be appointed by a majority of Members in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. That all the proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

XV. That any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but that a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. That an annual report of the proceedings be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. That the foregoing Rules be added to, or altered, only by a majority of Members of the Chamber.

XIX. That the firms whose signatures are attached be considered as acknowledging the "Bombay Chamber of Commerce" as now constituted, to represent their public and united interests.

XX. That the foregoing Rules be copied into a book, to be kept with the records of the Chamber, and be signed by all the Members, and that copies be printed and delivered to each firm.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

———:o:———

I. THAT Callipers shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. That if, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. That any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. That no measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. That public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. That a Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. That no bales be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. That the Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. That the Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. That the Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. That the bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the Certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. That the salaries of the Measurers, and all other expenses connected with this scheme of measurement, be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. That all matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees will be allowed for sums under one Rupee.

XV. No claim for refund will be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

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Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and confirmed at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash...	2½
3.	On the sale or purchase of goods of all denominations (except as under)	5
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5.	On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions	2½
6.	On the sale or purchase of treasure or bullion ...	1
7.	On the sale or purchase of cattle	5½
8.	On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9.	On goods consigned and afterwards withdrawn, invoice cost	2½
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale ...	2½
11.	On attending the delivery of contract goods to the Government or individuals	2½
12.	On collecting house rent	2½
13.	On sale or purchase of private Bills of Exchange ..	1
14.	On effecting remittances by Bills of Exchange ...	1
15.	On exchanging Government securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16.	On surrendering or depositing in the Treasury Government securities of all descriptions	½
17.	On recovering of bonds, or of bills for absentees, overdue at the time of their being placed in the possession of the Agent	2
18.	On debts when a process at law by arbitration is necessary	2½
19.	On debts when recovered by such means	5

		Per Cent.
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise...	2½
23.	On bills of exchange returned noted or protested ...	1
24.	On granting and cashing letters of credit	2½
25.	On becoming security to Government or public bodies in any case	2½
26.	On depositing Government paper as security for constituents	1
27.	On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged ...	1
28.	In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30.	On procuring freight	5
	"When the freight is payable in sterling the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
31.	On collecting freight	2½
32.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party ...	5
33.	On shipping goods of every description on which no commission for the purchase has been charged ...	2½
34.	On shipping treasure, bullion, and jewellery ...	1
35.	On ship's disbursements when in funds...	1
36.	On ship's disbursements when not in funds	2½
37.	On account of passage-money, whether the same passes through the Agent's hands or not	5
38.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
39.	On realising Bottomry Bonds or negotiating any loan on *respondentia*	2½

Per Cent.

40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold... ... ... 2½
If Opium, Indigo, Raw Silk or Silk Goods... ... 1½
If Treasure, Precious Stones, or Jewellery... ... ½

41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 5

42. On Ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.

43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.

44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.

45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 1 *of the General Rates of Commission which fixes the rate "on procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

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THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution:—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

———:o:———

Resolution passed at the Annual General Meeting of the Chamber on the 31st October, 1876 :—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week : 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

SHIP TONNAGE SCALE AT BOMBAY.

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At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried:—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary":—

Articles.	To the Ton.
Aloes, in kegs	16 cwt.
Alum, in bags	20 ,,
Annato, in cases	50 feet.
Apparel	50 ,,
Arrowroot, in cases	50 ,,
Assafœtida, in cases	50 ,,
Barilla	20 cwt.
Bees' Wax, in cases	50 feet.
Betelnut, in bags	16 cwt.
Blackwood, in straight square logs	50 feet.
Do. otherwise	20 cwt.
Books	50 feet.
Borax, in cases	50 ,,
Borax, in bags	20 cwt.
Bullion	per cent.
Camphor, in cases	50 feet.
Canes, Rattans, in bundles	16 cwt.
Cardamoms, in bundles	50 feet.
Cassia Lignea, Fistula, and Buds	50 ,,
Chasum	10 cwt.
China Root, in cases	50 feet.
Cigars	50 ,,
Cinnamon, in bales	6 cwt.
Do. in cases	50 feet.
Cloves, in cases	50 ,,
Do. in bags or frazils	10 cwt.

ARTICLES.—(*Continued.*)	To the Ton.
Coals...	20 cwt.
Cocoa, in bags	12 ,,
Coculus Indicus, in bags...	16 ,,
Coffee, in cases	50 feet.
Do. in bags or frazils...	16 cwt.
Coir, in bales	50 feet.
Do. in bundles or loose...	6 cwt.
Do. Rope, in coils	8 ,,
Colocynth, in cases	50 feet.
Colombo Root, in bags	14 cwt.
Copra, in robins	12 ,,
Do. in bags	12 ,,
Coral, Rough (not specimen), in bags	20 ,,
Cotton, in bales	50 feet.
Cowries, in cases	50 ,,
Do. in bags	20 cwt.
Cubebs	12 ,,
Cummin Seed, in cases	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	16 cwt.
Dates, wet	20 ,,
Do. dry	16 ,,
Dragon's Blood, in cases	50 feet.
Ebony, square and straight	50 ,,
Do. otherwise	20 cwt.
Elephants' Teeth, in cases	50 feet.
Do. in bundles	18 cwt.
Do. loose	20 ,,
Furniture	50 feet.
Galingals	12 cwt.
Galls, in bags	16 ,,
Do. in cases	50 feet.
Ginger, dry, in cases	50 ,,
Do. in bags	12 cwt.
Gram	20 ,,
Ground Nuts, shelled	16 ,,
Gums, of all kinds, in cases	50 feet.
Gum Olibanum, in bags	16 cwt.
Hurtall, in cases	50 feet.
Hemp, in screwed bales	50 ,,
Do. loose or in bundles	7 cwt.
Hides and Skins, in screwed bales	50 feet.
Do. loose and in small bundles... ...	12 cwt.
Horns, Buffalo and Cow, loose	16 ,,
Do. Deer, loose	8 ,,
Horn Tips, of any kind	16 ,,
Indigo, in cases	50 feet.
Jackwood	50 ,,
Lac Dye, in shells or cases	50 ,,
Linseed, in bags	18 cwt.
Mace, in cases	50 feet.
Mother-o'-Pearl, in cases...	50 ,,

ARTICLES.—(*Continued.*)	To the Ton.
Mother-o'-Pearl, in bags...	20 cwt.
Munjeet or Madder Root, in cases or bales	50 feet.
Do. in bundles or bags	12 cwt.
Musk, in cases	50 feet.
Myrabolams, in bags	16 cwt.
Nutmegs, in cases...	50 feet.
Nux Vomica, in cases	50 ,,
Do. in bags	16 cwt.
Oil, of any kind, in casks	210 Im.gals.
Oil Seeds—Teel, Rape, Mustard, Khorassan, and Castor	17 cwt.
Opium	per chest.
Paddy, in bags	16 cwt.
Pepper, in bags	16 ,,
Pimento	14 ,,
Plumbago, in bags	20 ,,
Rattans, in bundles	16 ,,
Do. Ground	16 ,,
Red Wood	16 ,,
Rhubarb, in cases	50 feet.
Rice, in bags	20 cwt.
Safflower, in cases...	50 feet.
Do. in screwed bales	50 ,,
Do. in bags...	10 cwt.
Sago, in cases	50 feet.
Sal Ammoniac, in cases	50 ,,
Do. in bags	18 cwt.
Saltpetre	20 ,,
Sandal and Sapan Wood...	16 ,,
Sealing Wax, in cases	50 feet.
Senna, in bags	6 cwt.
Do. in bales	50 feet.
Shells, Rough, in bags	20 cwt.
Silk, in bales	10 ,,
Do. in cases	50 feet.
Soap, in cases	50 ,,
Sugar, in bags	20 cwt.
Talc	20 ,,
Tallow	50 feet.
Tamarinds	18 cwt.
Tea, in chests	50 feet.
Timber, Teak : Square Planks and Poon	50 ,,
Do. Round, one-fifth off.	
Tobacco, in bales	50 ,,
Tortoise Shells, in chests...	50 ,,
Turmeric, in bags	13 cwt.
Tutenague	20 ,,
Unrated Wood	14 ,,
Whanghees (*vide* Canes)	16 ,,
Wheat	20 ,,
Wines and Spirits, in casks	50 feet.
Do. in cases	50 ,,

ARTICLES.—(*Continued.*)	To the Ton.
Wool, in screwed bales	50 feet.
Zedory	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet.

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when Freight is payable on weight, the same is to be on the Nett Weight delivered"

(Signed) W. F. HUNTER,
Chairman.

STEAMER TONNAGE SCALE.

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At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—" That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

Articles.	To the Ton.
Aloes, in kegs	... 40 feet.
Alum, in bags	... 16 cwt.
Annato, in cases	... 40 feet.
Apparel	... do.
Arrowroot, in cases	... do.
Assafœtida, in cases	... do.
Barilla	... 16 cwt.
Bees' Wax, in cases	... 40 feet.
Betelnut, in bags	... 13 cwt.
Blackwood, in straight square logs	... 40 feet.
Do. otherwise	... 16 cwt.
Books	... 40 feet.
Borax, in cases	... do.
Do. in bags	... 16 cwt.
Bullion	... per cent.
Camphor, in cases	... 40 feet.

ARTICLES.—(*Continued.*)	To the Ton.
Canes, Rattans, in bundles	13 cwt.
Cardamoms, in bundles	40 feet.
Cassia, Lignea, Fistula, and Buds	do.
Chassum	8 cwt.
China Root, in cases	40 feet.
Cigars	do.
Cinnamon, in cases	do.
Cloves, in cases	do.
Do. in bags or frazils	8 cwt.
Cocoa, in bags	10 do.
Coculus Indicus, in bags	13 do.
Coffee, in cases	40 feet.
Do. in bags or frazils	12 cwt.
Coir, in bales	40 feet.
Do. in bundles or loose	5 cwt.
Do. Rope, in coils	40 feet.
Colocynth, in cases	do.
Colombo Root, in bags	8 cwt.
Copra, in robins	8 do.
Coral, Rough (not Specimens), in bags.	16 do.
Cotton, in bales	40 feet.
Cowries, in cases	do.
Cowries, in bags	16 cwt.
Cubebs	10 do.
Cummin Seed, in cases	40 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.
Dates, wet	16 do.
Do. dry	13 do.
Dragon's Blood, in cases	40 feet.
Ebony, square and straight	do.
Do. otherwise	16 cwt.
Elephants' Teeth, in cases	40 feet.
Do. in bundles	14 cwt.
Do. loose	16 do.
Furniture	40 feet.
Galingals	10 cwt.
Galls, in bags	13 do.
Do. in cases	40 feet.
Ginger, dry, in cases	do.
Do. in bags	10 cwt.
Gram	15 do.
Ground Nuts, shelled	13 do.
Gums, of all kinds, in cases	40 feet.
Gum Olibanum, in bags	13 cwt.
Hurtall, in cases	40 feet.
Hemp, in screwed bales	do.
Do. loose or in bundles	5 cwt.
Hides and Skins, in screwed bales	40 feet.
Do. loose and in small bundles.	do.
Horns, Buffalo and Cow, loose	13 cwt.
Do. Deer, loose	6 do.

ARTICLES.—(*Continued.*)	To the Ton.
Horn Tips, of any kind	13 cwt.
Indigo, in cases	40 feet.
Jackwood	do.
Lac Dye, in shells or cases	do.
Linseed, in bags	16 cwt.
Mace, in cases	40 feet.
Mother-o'-Pearl, in cases	do.
Do. in bags	16 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.
Do. in bundles or bags	8 cwt.
Musk, in cases	40 feet.
Myrabolams, in bags	13 cwt.
Nutmegs, in cases	40 feet.
Nux Vomica, in cases	do.
Do. in bags	13 cwt.
Oil, of any kind, in casks	40 feet.
Oil Seeds—Teel, Rape, Mustard, Gingelly, and Castor	14 cwt.
Opium	per chest.
Paddy, in bags	13 cwt.
Pepper, in bags	13 do.
Pimento	12 do.
Plumbago, in bags	16 do.
Rattans, in bundles	13 do.
Do. Ground	13 cwt.
Red Wood	do.
Rhubarb, in cases	40 feet.
Rice, in bags	16 cwt.
Safflower, in cases	40 feet.
Do. in screwed bales	do.
Do. in bags	8 cwt.
Sago, in cases	40 feet.
Sal Ammoniac, in cases	do.
Do. in bags	15 cwt.
Saltpetre	16 do.
Sandal and Sapan Wood	11 do.
Sealing-Wax, in cases	40 feet.
Senna, in bags	5 cwt.
Do. in bales	40 feet.
Shell, Rough, in bags	16 cwt.
Silk, in bales	8 do.
Do. in cases	40 feet.
Soap, in cases	do.
Sugar, in bags	16 cwt.
Talc	do.
Tallow	40 feet.
Tamarinds	15 cwt.
Tea, in chests	40 feet.
Timber, Teak, Square Planks and Poon	do.
Do. Round, one-fifth off.	
Tobacco, in bales	40 feet.
Tortoise Shells, in chests	do.

ARTICLES.—(*Continued.*)	To the Ton.
Turmeric, in bags	... 11 cwt.
Tutenague	... 16 do.
Unrated Wood	... 11 do.
Whangees (*vide* Canes)...	... 13 do.
Wheat	... 16 do.
Wines and Spirits, in casks	... 40 feet.
Do. in cases	... do.
Wool, in screwed bales...	... do.
Zedory	... 16 cwt.

LIST OF LANDING CHARGES

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on Tuesday, 8th October, 1872.

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[These rates are understood to cover landing, cranage, and delivery on the bunder, but not Bunder Fees.]

	Rs.	a.	p.
Piece Goods from Europe, per bale or case	0	5	0
Spirits, Wine and Beer, per doz. quarts or 2 doz. pints ...	0	1	0
Oilman's Stores (large cases)	0	3	0
Do. (small cases)	0	1	0
Copper and Yellow Metal, per ton	2	0	0
Iron (loose and in bundles)	1	8	0
Steel (in kegs and loose)	1	8	0
Tin, Lead, and Spelter, per ton	1	8	0
Coal, per ton	1	0	0
Rice, per bag (not exceeding 1½ cwt.)	0	1	0
Sugar do. do. do.	0	1	3
Paint (in oil), per ton	2	8	0
Gunny bags (in bales)	0	7	0
Do. bundles (bundle of 50)...	0	1	0
Crockery (in casks or crates)	1	0	0
Wine and other Liquors (in hogsheads)	0	10	0
Wine (quarter casks)	0	5	0
Machinery in pieces, under a ton	1	12	0
Assafœtida (in bags)	0	6	0
Beer and Porter (in hogsheads)	0	8	0
Arrowroot (in moras), per 1½ cwt.	0	2	0
Do. (in cases) per 1 cwt.	0	2	0
Almonds, per bag	0	1	0
Brassware, per ton	2	0	0
Beads (in cases)	0	5	0
Brass leaves do.	0	2	0
Borax do.	0	7	0
Boots (in cases)	0	5	0
Books (ordinary cases)	0	5	0
Coffee (in bags), not exceeding 1½ cwt...	0	1	3
Do. (in casks and cases) per ton	1	8	0
Copra (in bags)	0	1	0
Do. (in robins)	0	2	0
Chillies (in bags)	0	1	0

	Rs.	a.	p.
Cocoanuts (in bundles)	0	2	0
Cotton (in docras half-pressed and full-pressed bales)	0	5	0
Cardamoms (in bags)	0	2	0
Do. (in cases 2 cwt.)	0	6	0
Cheroots (in cases of 10,000)	0	8	0
Coir (in bundles of cwt.)	0	1	0
Carpets	0	7	0
Camphor (in cases)	0	4	0
Do. (in tubs)	0	1	6
Crackers	0	4	0
Cassia (in cases)	0	3	0
Canvas (in bales)...	0	5	0
Cashew-nuts (in bags)	0	2	0
Dry Dates (in mats or bags), per cwt....	0	1	0
Wet do. (do. do.) do.	0	1	0
Drugs (in bags or cases)...	0	5	0
Elephant Tusks (in bundles)	0	6	0
Do. (pieces)...	0	2	0
Dried Fruit (in bags, &c.), per cwt.	0	1	0
Sharkfins and Fishmaws (in bags)	0	4	0
Dried Ginger (in cases or bags)...	0	3	0
Grain of all sorts, per bag	0	1	0
Ghee, per dubba	0	4	0
Gums (in bags), per cwt...	0	1	0
Ground-nuts (in bags)	0	1	0
Hides (in pressed bales), per cwt.	0	1	0
Indigo (in cases)	0	6	0
Jaghery (in bags)...	0	1	0
Jute (in bales)	0	5	0
Shell Lac (in cases)	0	4	0
Mace (in cases)	0	3	0
Mats, of sorts, per cwt.	0	1	0
Medicine (in cases)	0	5	0
Nuts of sorts (in bags), per cwt...	0	1	0
Nutmegs (in bags or cases), per cwt.	0	1	0
Oils (in casks), per ton	2	0	0
Oil, Kerosine (in cases)	0	1	0
Pianos	5	0	0
Pepper (in bags), per cwt.	0	1	0
Paper (in bales or cases)	0	5	0
Do. China (do.)	0	3	0
Rope, per ton	2	0	0
Vermilion (in cases)	0	4	0
Saffron (do.)	0	5	0
Shells (Mother-o'-Pearl) (in bags), per cwt.	0	1	0
Seeds (other sorts) do. do.	0	1	0
Safflower (in bags)	0	2	0
Silk, China (in bales)	0	6	0
Do. Pieces (in cases)	0	6	0
Saltpetre (in bags), per cwt.	0	1	0
Goat Skins (in bales or bundles), per cwt.	0	1	0

	Rs.	a.	p.
Spices (other sort) (in bags or cases), per cwt.	0	1	0
Turmeric (in bags), per bag	0	1	0
Tea (half chests)	0	1	0
Do. (whole do.)	0	2	0
Tobacco (in small cases)	0	3	0
Do. (in longer)	0	4	0
Tallow (in casks)	0	5	0
Umbrellas (in cases)	0	5	0
Carriages	8	0	0

GENERAL MEETINGS IN 1875-76.

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A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held at the office of the Chamber on Wednesday the 9th August, 1876, to consider the Rules and Rates of Commission of the Chamber, and to pass such Resolutions thereon as might be deemed expedient.

Present:

Captain G. F. HENRY, *Deputy Chairman, in the Chair.*

Hon. D. Graham,	Mr. M. Mowat,
Mr. J. Dickson,	,, P. Fachiri,
,, J. L. Symons,	,, C. T. Meili,
,, R. H. Cheetham,	,, J. A. Bryce,
,, R. B. Sedgwick,	,, G. E. Noble,
,, C. Macdonald,	and

Mr. J. GORDON, *Secretary.*

The Circular convening the Meeting having been read by the Secretary,

Messrs. Vinay & Co. were, on the motion of Mr. Renaud Manager of the Comptoir D'Escompte de Paris, seconded by Mr. P. Fachiri (of Messrs. Ralli Brothers), admitted members of the Chamber, after ballot.

The Rubattino Steam Navigation Company were, on the motion of the Chairman, and seconded by the Hon. Donald Graham (of Messrs. W. & A. Graham & Co.), admitted members of the Chamber, after ballot.

The Chairman addressed the Meeting on the purpose for which it was convened.

With regard to Rule XIII. of the Chamber's Rules and Regulations for the Measurement by Callipers upon exports from Bombay of Cotton, Wool, Hemp, and other pressed bales, the Chairman stated that as the Special Managing Committee of the "Measurement Scheme" had in May last represented that the time had

arrived when that Special Managing Committee should be abolished, its duties were taken over by the General Committee, and an alteration in Rule XIII. had, therefore, become necessary.

He, therefore, begged to propose that the Rule, as it now stands, be cancelled, and the following substituted, viz. :—

XIII.—"That all matters pertaining to the measurement of cotton, as defined above, including the appointment of the measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme be placed in charge of the General Committee of the Chamber."

The motion was seconded by Mr. R. B. Sedgwick, and carried unanimously.

With regard to the "General Rates of Commission," the Chairman proposed that to Rule 1, which fixes the rate for procuring freight at 5 per cent., the following paragraph should be added, viz. :—

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

The motion was seconded by Mr. Mowat, and carried unanimously.

The Chairman proposed that under Rule 8 of the General Rates of Commission, the rate on account of passage-money, whether the same passes through the Agents' hands or not, be increased from 2½ to 5 per cent.

The motion was seconded by Mr. Mowat, and carried unanimously.

The Chairman proposed the following changes in Rules 19, 23, 24, and 25 of the General Rates of Commission, viz. :—

In Rule 19, which provides for attending the delivery of contract goods to the Company or individuals, that the word "Company" be omitted, and the word "Government" substituted.

In Rule 24, which provides for the exchanging Company's securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another, that the word "Company's" be omitted, and the word "Government" substituted.

In Rule 25, which provides for the surrendering or depositing in the Treasury Company's securities of all descriptions, that the word "Company's" be omitted, and the word "Government" substituted; and

That Rule 23, which provides for taking up at interest bills from the Company, exclusive of one per cent. on remitting, be omitted from the Chamber's list.

The motion was seconded by Mr. Noble, and carried unanimously.

With regard to the Rule respecting the rate of Commission on Native Consignments appended to the General Rates of Commission, the Chairman proposed:—

"That the Rule at the foot of page xviii. of the Annual Report of the Chamber, 1874-75, fixing the rate of Commission in England on the sale of consignments from Bombay at 3½ per cent., exclusive of brokerage and guarantee, be omitted from the Chamber's list."

The motion was seconded by Mr. R. B. Sedgwick.

Mr. Cheetham proposed as an amendment that the Rule be allowed to remain as a reference in case of dispute, but that the rate of Commission be altered from 3½ to 2½ per cent.

The amendment was seconded by Mr. C. Macdonald, and, on being put to the Meeting, was carried.

The Chairman moved:—"That the rate of Commission on landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned, be reduced as follows:—On the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold.....from 5 to 2½ per cent.
If Opium, Indigo, Raw Silk or Silk Goods... ,, 2½ to 1½ do.
If Treasure, Precious Stones, or Jewellery... ,, 1 to ½ do."

The motion was seconded by Mr. Mowat, and carried unanimously.

The Chairman moved that in the Rule—

"On ships leaving the port in ballast which have been consigned inward free of Commission, 6 annas per ton upon the English tonnage," the words "free of Commission" be omitted, and that the words "not registered" be inserted between the two last words "English" and "tonnage."

The motion was seconded by Mr. Mowat.

Mr. Sedgwick thought that a lump sum of Rs. 200 would be better than the proposed rate of 6 annas per ton, which was too high, and which no ship would ever pay. Mr. Meili was also of this opinion.

As Mr. Sedgwick, however, declined proposing an amendment, the motion was put and carried, Mr. Meili alone dissenting.

The Chairman moved that after the Rule last-mentioned the following be added to the general list of Commissions approved by the Chamber :—

"On steamers leaving the port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage."

The motion was seconded by Mr. Mowat, and carried unanimously.

The Chairman moved that in the Rule—

"On ships leaving the port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English tonnage," the words "net registered" be inserted between the two last words "English" and "tonnage."

The motion was seconded by Mr. Noble, and carried unanimously.

The Chairman moved that, after the Rule last-mentioned, the following be added to the general list of Commissions approved by the Chamber :—

"On steamers leaving the port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage."

The motion was seconded by Mr. Mowat, and carried unanimously.

The Chairman moved that the following postscript be added to the general list of Commissions approved by the Chamber :—

N.B.—When the amount on which Commission is payable is stated in rupees, the Commission shall be calculated in that currency ; and when in sterling at the rate provided for under Rule 1 *of the General Rates of Commission which fixes the rate "on procuring freight."*

The motion was seconded by Mr. Sedgwick, and carried unanimously.

The Chairman moved that the Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment of Inward Freight, be, in consequence of the altered condition of Exchange, cancelled, and that, in future, payment should be regulated in conformity with the following Resolution :—

"That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

Mr. Mowat seconded the motion suggesting, however, that the

fixing of the rate might be put in two ways: (1) as it had been proposed by the Chairman, viz., the rate ruling at the close of the preceding mail; or (2) the rate ruling on the day the freight is paid.

Mr. Cheetham proposed that the payment of freight should be made due on the date of the entry of the ship at the Custom House, but this proposal met with no support.

Mr. Meili then moved as an amendment that to the new Rule, as proposed by the Chairman, the following words be added: "and that this rule come into force on the 1st of January, 1877."

This amendment was seconded by Mr. Bryce, and, on being put to the Meeting, was carried.

The Meeting then separated, after passing a vote of thanks to the Chairman.

The Annual General Meeting of the Members of the Chamber of Commerce was held at the office of the Chamber on Tuesday the 31st October, 1876, for the purpose of transacting the following business:—

1. To receive the Report of the outgoing Committee and to elect a Committee for the ensuing year.
2. To consider a proposed addition to the Rules of the Chamber regulating the payment of difference of outward from Bombay freight stated in sterling, payable in Bombay.
3. To consider a proposal that the funds at the credit of the Measurement Fee account be transferred to the Chamber's General Fund; and
4. To elect new members.

Present:

Captain G. F. HENRY, *Deputy Chairman, in the Chair.*

Hon. Donald Graham,	Mr. R. H. Cheetham,
Mr. Abercromby,	,, C. Macdonald,
,, M. Mowat,	,, A. McHinch,
,, W. Lang,	,, C. T. Meili,
,, C. H. B. Forbes,	,, C. Grondona,
,, Sorabjee Framjee Patell,	,, J. V. Vinay, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting was read by the Secretary.

The following firms were admitted members of the Chamber, after ballot:—

Messrs. E. Spinner & Co., Messrs. Punnett & Co., and Messrs. Owen and Okell. The election of each of these firms was proposed by Mr. M. Mowat (of Messrs. Ritchie, Steuart & Co.), seconded by the Hon. Donald Graham (of Messrs. W. & A. Graham & Co.), and carried unanimously.

The Chairman addressed the Meeting on some of the principal topics referred to in the Report of the Committee for the year 1875-76. He also said that objection had been taken to the wording of the concluding paragraph of the Report, under the heading "Bank Holidays," on page 11, viz.:—"Since taking counsels' opinion, the Committee regret that they have not been able to come to any satisfactory arrangement with the Banks in reference to holidays;" and the Committee, therefore, proposed to leave out the words "been able to" from the paragraph, which would then be generally satisfactory.

This alteration was accordingly adopted.

Proposed by Mr. Sorabjee Framjee (Messrs. Framjee, Sands and Co.), and seconded by Mr. C. H. B. Forbes (Messrs. Forbes & Co.):

"That the Report of the Committee that has been circulated be received with thanks, and printed for general information, together with the documents therein referred to; and that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."—Carried unanimously.

Proposed by Mr. A. McHinch (Messrs. W. Nicol & Co.), seconded by Mr. C. Macdonald (Messrs. C. Macdonald & Co.), and carried unanimously,—

That the following gentlemen be appointed the Committee for the ensuing year:—

Captain G. F. Henry (Superintendent, P. & O. Company), *Chairman.*

Hon. Donald Graham (Messrs. W. & A. Graham & Co.), *Deputy Chairman.*

Mr. R. E. Bickerdike (Messrs. Knoop & Co.),
„ M. Mowat (Messrs. Ritchie, Steuart & Co.),
„ Walter Lang (Messrs. Finlay, Scott & Co.),
„ D. Finlayson (Agent, Chartered Mercantile Bank),
„ J. A. Bryce (Messrs. Wallace & Co.), } *Members of Committee.*

Mr. M. Mowat moved:—"That difference of freight stated in sterling payable here (in the absence of any stipulation on the shipping order or Charter Party to the contrary) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week: 4½ per cent. as customary in the case of sailing ships, and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

The Hon. Donald Graham seconded the resolution.

Mr. Meili said this proposition was quite in opposition to the resolution passed on the same subject at the Meeting held in August last.

Mr. Mowat said that that resolution had reference to inward freight; this refers to outward freight.

Mr. Meili suggested that the resolution should be made more definite, because as it stood it included freight both ways.

It was resolved to introduce the words "on ships outward from Bombay."

The resolution was then adopted.

Mr. Mowat then next moved:—"That the Chamber undertake all future liability in connection with the measurement of produce now under the supervision of the General Committee, and that in consideration of its so doing the funds at the credit of the 'Measurement Fee Account' be transferred to the Chamber's General Fund: a separate account to be rendered annually showing the result of the working of the measurement scheme."

The Hon. Donald Graham seconded the resolution, which was carried unanimously.

Mr. Meili said he should like to ask if any further steps had been taken by the Committee regarding the removal of the Cotton Green to Mazagon. It was a very important question, and he understood a few of the merchants interested in cotton had solicited the aid of the Committee of the Chamber of Commerce.

The Chairman said the Committee had sent a letter to the Port Trustees, representing that any combination that might be made with any private companies as to raising fees or ground-rent should not be entered into without the Chamber of Commerce being consulted.

After some further conversation, it was proposed by the Chairman that the Committee will take the subject into their consideration, and see what is best to be done, and then a General Meeting could be called to consider any recommendations the Committee have to make.

On the motion of Mr. Cheetham, seconded by Mr. C. Macdonald, a vote of thanks was passed to the Chairman for his able conduct in the Chair, and the proceedings terminated.

ANNUAL REPORT.

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Your Committee have now the honour to report to the Members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

ST. PETERSBURG TELEGRAPH CONVENTION.

Just after your Committee had taken office, a communication was received from the East India and China Association stating that they had learned, from a circular issued by the Eastern and Indo-European Telegraph Companies, that, in accordance with the wishes of the Government of India and of various Telegraph Companies, represented at a Conference lately held at St. Petersburg, it had been decided to make certain new rules and regulations which were to come into force on 1st January, 1876,—and, as the changes would cause great inconvenience and increased expenditure to the mercantile community connected with the East, expressing their reliance on the prompt and cordial co-operation of the Chamber in securing if possible a continuance of the existing arrangement. The proposed alterations were as follows :—

1. That all words of more than ten letters be subject to a double charge.

2. That groups of numerals not exceeding five, and used for Code purposes, be either treated as secret messages, and therefore liable to a double charge, or be declined altogether.

3. That the charge per word be increased from four shillings to four shillings and sixpence.

No official communication had ever been made to the Chamber respecting these new rules and regulations; but the Committee, looking upon the matter as of extreme importance, and hoping that it might still be possible to modify them, represented to the Government of India the great inconvenience and expense to which the mercantile communities in India and the East would be subjected, if the new rules were introduced. They requested that His Excellency the Governor-General in Council would re-consider the proposed alterations before they were enforced, and that, as these were to come into operation on the 1st of January, 1876, which did not allow sufficient time to merchants to remodel Codes with which they communicate with distant correspondents, he would be pleased to desire that the introduction of any new rules be suspended until 1st May, and to communicate with H. M.'s Secretary of State for India on the subject by telegraph. It is due to the Government of India to acknowledge the readiness with which they so courteously responded to the Chamber's representation: they urged the Secretary of State, both by letter and telegram, to arrange to delay the introduction of the provisions of the St. Petersburg convention till 1st May, 1876, but a telegram was subsequently received from the Secretary of State intimating that the operation of the St. Petersburg convention could not be delayed beyond the 1st of January, 1876, when the working rules under the Rome convention would expire.

The attention of your Committee was on one or two occasions directed to the fact of the Government Telegraph Offices in India refusing, except at increased rates, cypher

messages which are accepted without extra charge by the Head Offices of the various Telegraph Companies at home. But the conclusion which your Committee arrived at was that the strict interpretation adopted by the Indian authorities was correct according to the Convention rules, and that any movement on the part of the Chamber would be more likely to result in the home rules being made more stringent than in any relaxation of those in force here.

Rule 35, adopted by the St. Petersburg International Convention, for the repetition of messages by the Indo-European Telegraph, provides that the charges made for obtaining the repetition of a doubtful word or passage in a Foreign message shall not be returned even although the telegraph may have been in fault *unless the message of which repetition was required was a collated one.* This new Rule, which relieved the Telegraph Department of its former liability to bear the cost of repeating a message when the telegraph was in fault, appeared to the Committee to be an injustice to the public, and a direct encouragement to official negligence, through which the Department profited instead of suffering the penalty of its own default. They, therefore, urged the Director General of Telegraphs to take the requisite steps to cancel this new Rule, and to obtain a return to the Rule under which the charges of repeating an ordinary message were returned if the repetition showed that the mutilation of the sense of the message was made by the telegraph. To this request the Director General replied that to obtain an alteration of the convention, prior to its revision by an International Conference, it was requisite that the change should be assented to by all the administrations concerned ; that such unanimous consent was most unlikely as the new Rule was expressly de-

signed to remove the anomaly which, under the former procedure, afforded to senders and receivers of telegrams all the advantages of collation without payment of collation price, and thereby imposed a very considerable amount of unremunerative work on the telegraph lines; that the ordinary telegraph tariff was based on the supposition that messages are in clear language offering an intelligible sense, the context of such messages rendering repetition unnecessary; and that as the punishment of signallers for errors in transmission of messages was based not on the value of the message, or on the fact that a repetition had been claimed by the receiver, but on the nature of the error and on the salary of the signaller, the change in procedure had no bearing on this point; and there were consequently no grounds for the apprehensions expressed as to the effect of that change on the accuracy of telegrams. The Rule, however, was, he added, under discussion between the Government of India, the Secretary of State, and the British Postal Telegraph Department, and the result would be made known in due course.—(*Appendix* B.)

ADDRESS TO LORD NORTHBROOK.

Your Committee considered it desirable to present an Address to Lord Northbrook, Viceroy and Governor General of India, on the occasion of his visit to Bombay to receive His Royal Highness the Prince of Wales. The Address was presented to his Lordship at Malabar Point by a deputation from the Chamber, composed of the members of the Committee, several members of the Chamber, and the Secretary, on the morning of Saturday the 6th of November, and will, with his Lordship's reply, be found in the Appendix.—(*Appendix* C.)

THE WESTERN RAJPOOTANA RAILWAY.

The construction of this Railway, so long advocated by the Chamber, is at last likely soon to be undertaken. One of the last acts of Lord Northbrook's Government was the transmission of the project to H. M.'s Secretary of State for India with a strong recommendation as to its early commencement. No further official information, however, has yet reached the Chamber.

TOWN AND TRANSIT DUTIES LEVIED BY MUNICIPALITIES IN THE PRESIDENCY OF BOMBAY.

It will be remembered that an enquiry was instituted by our predecessors in office into the nature and extent of the transit and town duties levied by Municipalities in the interior of this Presidency, and that a representation thereon was made to the Government of Bombay, accompanied by a statement of particulars as to twelve Municipalities. They urged upon His Excellency the Governor in Council the expediency of abolishing, in all Municipalities of the Presidency, all transit duties, and all town duties having the character of transit duties, and of confining town duties to a few articles of local consumption, such as ghee, firewood, fruit, vegetables, fowls, eggs, and animals for slaughter, which did not enter into the general trade of the country. Your Committee were hopeful that the first request at least in this reasonable petition would have been favourably entertained by the Government of Bombay, for, in transmitting to the Government of India the correspondence which had taken place on the Chamber's prayer for the repeal of the duty levied by the Bombay Municipality on Grain, it had expressed its desire to see the system on which

the Municipal dues were levied divested, as far as possible, of anything that could give them the character of transit duties.

To the surprise of your Committee, however, a reply, dated 18th May last, was received in which His Excellency the Governor in Council was pleased to observe that, while he did not by any means deny the force of many of the representations made by the Chamber, and concurred that transit duties were in their nature objectionable, he could not lose sight of the fact that it had been the policy of the Government, in requiring Municipal bodies to provide for the local management of the towns, to give them much latitude in determining from what sources their funds should be obtained, and that the great majority of those bodies had a decided preference for octroi duties over house taxes and other forms of direct taxation; and, feeling that considerable choice must be left to the Municipalities, Government could but use its best efforts in each case as it arose to avert anything decidedly objectionable either in the imposition or the mode of collection of the Municipal Taxes.

When Lord Northbrook visited Bombay in November last, the Chamber laid the question of the Municipal duties levied in the Bombay Presidency before him, and his Lordship, whose preference for indirect modes of taxation for India is well-known, was yet of opinion that if an octroi duty became a transit duty—that is, if it became a tax upon the trade that passed through the town—instead of upon articles consumed in the town, it became objectionable and ought not to be allowed, further that an octroi duty should be low, carefully watched, and well administered.

Now the Chamber in its representation to the Government of Bombay had shown that transit duties in their

naked form were levied in Kurrachee, Broach, and Surat; that in nearly every Municipality in the Mofussil the town duties levied were converted into transit duties by the stringent and illiberal nature of the Rules under which refunds were granted; and that the duties levied by certain Municipalities on certain articles were very high. In Kurrachee, for instance, the town duty on Wheat was 2½ to 3 per cent., and on Wool 1 to 1½ per cent. of the value: in Surat, the town duty on Yarn was about 3 to 3½ per cent., and on Copper 5 per cent., in either case, about the same as the imperial customs duty: while, in Ahmedabad, the town duty on Yarn was no less than 6½ per cent., or nearly twice the imperial customs duty.

Your Committee have again addressed the Local Government on the whole question of these duties, and respectfully requested that the Chamber may be furnished at an early date with information as to the action which His Excellency in Council may be pleased to take in respect of them.—(*Appendix* D.)

GENERAL MANIFESTS IN WHICH AGENTS OF VESSELS ARE ENTERED AS CONSIGNEES OF THE ENTIRE CARGO.

In accordance with the recommendation of the Special Committee appointed, as mentioned in last year's Report, to consider the regulations under which despatch in discharging could be allowed to steamers, your Committee urged upon Government the necessity of authorizing the Commissioner of Customs to continue the practice of accepting the General Manifest in which the Agents of Steamers were entered as the Consignees of the entire cargo, but to guard himself by taking a guarantee from the Agents

of the vessel for any just claim that might arise. Having regard more to what might have occurred, when Mr. Shaw-Stewart, the Acting Commissioner of Customs, raised the question, than to any real inconvenience which had been occasioned, they were anxious to have on record an expression of the opinion of Government upon it. Government replied that the practice of accepting the General Manifest, in which the Agents of Canal Steamers were entered as Consignees of all goods had been discontinued, and that Section 33 of Act VI. of 1863, which requires the Commander of a vessel to put in a correct copy of a Manifest giving the name of a consignee for each consignment *or showing the goods as consigned to order*, had been enforced; and that unless the Chamber could show from specific instances that inconvenience had been caused to the trade by carrying out the provisions of the law, Government were not disposed to move further in the matter. While on this subject, your Committee desire to mention that several complaints were made in the course of the year of the hardship and injustice done to shippers and consignees of goods by the way in which certain Canal steamers had discharged their cargoes, and left the Port in ballast, before it was possible to ascertain if any claim existed. It was affirmed that a system was growing up in this Port which left consignees of goods completely at the mercy of shipowners, and hopes were expressed that the Committee would be able to suggest means for the better protection of importers. Your Committee, however, did not see that any plan would be unanimously agreed upon by the mercantile community which would meet the cases instanced; but they recommended that consignees of cargo should, whenever in the smallest doubt as to their cargo being delivered safe and in good condition, require from the Captain, before leaving, a guarantee that he had authorized

a responsible Agent to settle any just claim for damage or short delivery.—(*Appendix* E.)

BANK HOLIDAYS.

Owing to the inconvenience which was felt, and the dissatisfaction expressed, at the course formerly followed by the Banks in the matter of occasional extra holidays being taken without consulting the views of the merchants on the subject, the representatives of the Banks met on the 9th January, 1871, to take the matter into consideration. They appointed a committee of three of their number to confer with the Committee of the Chamber from time to time as the usual holidays drew near, and so settle their dates and duration in concert with the Chamber, whose wishes they were desirous of consulting. The plan then proposed entirely met the wishes of the Chamber of Commerce.

Towards the close of last year, however, your Committee, finding the suggestions which they had made to the Banks in regard to certain holidays taken by them were quite disregarded, and considering that it would be useful to ascertain if the holidays so taken, and the privileges claimed by the Banks in connection with them, were legal, resolved to take counsels' opinion upon the whole question. A case was accordingly prepared for the opinion of the Hon. the Advocate-General, Mr. Scoble, and Mr. Latham. The case submitted, and the opinion of counsel on the points raised, will be found in the appendices to this Report.

Since taking counsels' opinion, the Committee regret that they have not come to any satisfactory arrangement with the Banks in reference to holidays.—(*Appendix* F.)

THE INDIAN MERCHANT SEAMAN'S ACT, 1875.

A copy of this Bill, which had been introduced into the Legislative Council of the Governor General, and referred

to a Select Committee, was forwarded, in October last, by the Local Government to the Chamber for any remarks it might wish to offer on the Bill. A Special Committee, composed of Captain Henry, Chairman, and of Messrs. W. Gordon, James Dickson, and J. A. Shepherd, was appointed to consider the provisions of the Bill, and the Statement of Objects and Reasons for its introduction. The Report of the Special Committee was adopted, and sent to Government.

It is important to note that a vicious principle has now been sanctioned by law under Sections 7 and 8 of this new Bill, making it compulsory on the Master of a vessel, under heavy penalties, to receive back any seaman or apprentice, not shipped in British India, who may be imprisoned, for a term of one month, on the ground of neglect or refusal to join, or to proceed to sea, or of desertion, or otherwise absenting himself without leave, or having committed any other breach of discipline. The Local Government are authorised to tender such seaman or apprentice to the Master or Owner, and if the Master or Owner refuse to receive him on board, to require such Master or Owner to deposit in the local Shipping Office,—(1) the wages due to such seaman or apprentice, and his money, clothes, and other effects; and (2) such sum as may in the opinion of the Local Government be sufficient to defray—

the cost of the seaman or apprentice to the port at which he was shipped, and of his subsistence during such passage;

his lodging and subsistence during his detention (if any) at the place at which he is so imprisoned until he embarks.

And if the Master or Owner fail to deposit such wages, money, clothes, and other effects, or refuse or neglect to

comply with such requisition, he may be punished with fine of Rs. 500, or, in default, three months' imprisonment.

The Committee protested against Sections 7 and 8 being allowed to remain in the Bill on the following grounds :—

That they would encourage insubordination.

That they were opposed to the Merchant Shipping Act, 1854 (17 and 18 Vict., Cap. 104), which forfeits to the owners of the ship the wages and effects of the man deserting ; and

That it appeared to them to be preposterous that a man should be imprisoned for not complying with the provisions of an Act which was in direct opposition to the Act of the Imperial Parliament.

The Committee also, among other suggestions, submitted that there did not appear to be any reason sufficiently urgent to warrant the introduction of these or any other changes in the existing Marine Mercantile Law, before that law was consolidated and amended, and protested against such changes as multiplying the inconveniences which now resulted from having one law on the Western side of the Suez Canal regulating shipping, and another on the Eastern side. The Government of Bombay also concurred in this opinion, and advised that the consideration of the subject might be advantageously deferred until the passing of the English Act in the last session of Parliament. But the Bill was passed at Simla, on the 29th of June, without any regard having been paid to the recommendations of the Government of Bombay, or of the Bengal, Madras, and Bombay Chambers of Commerce.—(*Appendix* G.)

THE BOMBAY FERRIES ACT AMENDMENT ACT, 1875.

This Bill came on for second reading at the meeting of the Legislative Council of Bombay on the 23rd March last.

The object of the Bill was stated to be to remove doubts which had arisen as to whether the Bombay Ferries Act empowers Government to declare such ferries as those between Bhiwandi and Bassein, Surat and Gogo, or Bombay, Alibag, Rewadanda, and Baukot to be public ferries within the meaning of the Act. And the opportunity had been taken to improve the Act in one or two minor points, and to add a provision to prevent the evasion of payment of tolls leviable at bridges across navigable rivers.

This Bill was introduced into the Legislative Council without the opinion of the Chamber on its provisions having been requested. Your Committee, however, a couple of days before the second reading, were favoured, from a private source, with a perusal of the Bill, and immediately addressed the Council of His Excellency for making Laws and Regulations upon it. They considered that the present Ferries Act was already too ample, that the Act should not, so far as Bombay was concerned, extend to any place beyond the limits of the harbour, nor to any place along the coast, for the result of the monopoly would be that it would most unjustly interfere with or drive away from coasting voyages every small steamer passing over the ferry line. Your Committee were also opposed to the exemption from payment of tolls which Section III. of the Act proposed to give to "any person whom the Governor "in Council should by notification in the Bombay *Govern-* "*ment Gazette* deem fit," and to the numerous exemptions under the present Act. The effect of all such exemptions was that for the benefit of certain Departments of the State, and Government officials and their servants, the public was deprived of the advantage of securing minimum rates of tolls for carrying passengers, cattle, and merchandise over the public ferries; and hardship and injustice were thereby inflicted

particularly on the poorer classes. Other suggestions were also offered by your Committee, and the Bill was referred to a Select Committee.

The Select Committee were of opinion that the difficulties, practical and otherwise, of extending the meaning of the word "ferry," in the way proposed were so great that they were clearly of opinion the change should not be made, and they recommended the withdrawal of the Bill, which was accordingly done.

Your Committee regret that the poorer classes are still deprived of minimum rates of tolls owing to all public servants including the military and police, also mails and treasure, being carried free under the present Act.—(*Appendix* H.)

HIGH RATES CHARGED BY THE G. I. P. RAILWAY COMPANY FOR CARRIAGE OF COTTON TO BOMBAY.

In consequence of representations made to the Chamber by merchants largely interested in the cotton trade regarding the very high rates which the G. I. P. Railway Company were charging for the carriage of cotton to Bombay, your Committee, in March last, when Fair Dhollerah in Liverpool had a declining tendency at 4 3/16d. per lb., addressed the Agent of the G. I. P. Railway Company on the subject. When cotton stood at 8d. or 10d. per lb., high rates of carriage had perhaps no material effect on the trade, but, although prices had for some years been gradually falling, not only had the G. I. P. Railway Company made no reduction in their rates for carriage, but their rates for full-pressed cotton (and it might almost be said that the G. I. P. Railway Company carried only full-pressed cotton now) were actually higher than the rates charged in 1869. It was self-evident that a charge of nearly a half-penny per lb. (at Re. 1-10-11 per maund the exact cost

per lb. was $3\frac{97}{100}$ pies) for the carriage from Oomrawuttee to Bombay of cotton which was worth little more than 4d. per lb. would help materially to check the cultivation of cotton in the Berars. That it was possible for a Railway Company to carry cotton a distance of 438 miles for considerably less than Rs. 46 per ton was proved by the fact that the B. B. and C. I. Railway Company now carried cotton from Wudwan to Bombay, a distance of 389¼ miles, for Rs. 17 per ton, and yet managed to show very fair net receipts,—while the E. I. R. Company carried cotton from Delhi to Howrah, a distance of 1,068 miles, for Rs. 48 per ton, or very little more than the G. I. P. Railway Company charged for carrying it from Oomrawuttee to Bombay, a distance of only 438 miles.

The G. I. P. Railway Company's Agent replied that in pursuance of instructions received from his Home Board, he had issued orders for certain modifications in the goods rates generally which would materially benefit traders at very considerable sacrifice of the Company's revenue, and that he would prefer to watch the result of the experiment the Company were about to make before again considering any further reductions in their charges. This experiment was the abolition from the 1st of May last of the extra ghaut mileage upon cotton and other goods,—a measure which, it is needless to observe, still leaves the G. I. P. Railway Company's charges for the carriage of cotton to Bombay very much higher than they ought to be, or than the article can, with the low price which it now fetches, bear.—(*Appendix* I.)

THROUGH RATES FOR CARRIAGE OF PIECE GOODS AND YARNS BY RAILWAY BETWEEN BOMBAY AND MADRAS.

A proposal originating with the Madras Railway Company that, with a view to secure the traffic of Piece Goods,

the larger portion of which is now carried by sea between Madras and Bombay, a uniform through rate of 11 pies per ton per mile, between Bombay and Madras, to be divided between the two Railway Companies in proportion to their respective mileages, should be adopted, was referred to the Chamber for its opinion. The proposed rate was a good deal less than the sum of existing local rates of each company of which the through rates are composed, and as the reduction in rate over the G. I. P. would have been larger in proportion to the existing rate than over the Madras Railway, the G. I. P. Railway Company objected to giving up what they considered was more than their fair share, offering instead to reduce their own rate to 12·44 pies, if the rate on the Madras Railway Company were reduced to 9 pies per ton per mile,—a proposal which the Madras Railway Company considered themselves precluded from accepting. This offer of the G. I. P. Railway Company was based on the idea that because the mileage from Bombay to Raichore is greater by 91 miles than from Raichore to Madras, the Madras Railway Company would, with a uniform through rate, have a proportionate advantage. It appeared, however, to your Committee that the Madras Railway Company's proposal was reasonable and should receive the support of Government. While the G. I. P. Railway Company would have the advantage of carrying the goods, which the reduced rates would attract over a longer distance, in wagons which would otherwise run empty, a greater number of important markets on its line would be reached, or new markets created, and an increased business thereby induced. The Government of Bombay, in concurring with the opinion of the Chamber, remarked that as a uniform through rate of 11 pies per ton per mile would give the Railway Company a profit, while it would tend to encourage the traffic, Government did not think that any nice difference as to its appor-

tionment between the two Railway Companies ought to be allowed to interfere with its introduction, and would be glad to see it adopted.—(*Appendix* J.)

B. B. AND C. I. RAILWAY CARTING AGENCY.

On the 4th November last, a letter was addressed to the Chamber by the Consulting Engineer for Railways intimating that the B. B. and C. I. Railway Company's contract with Mr. Byramjee Nusserwanjee, for delivery of goods in Bombay, would expire at the end of the current year, and enquiring whether, in the opinion of the Chamber, it would be expedient that the Railway Company should enter into a fresh contract. Your Committee replied that the experiment made by the G. I. P. Railway Company of dispensing with a Carting Agent had been so successful, and had given so much satisfaction to all persons importing produce into Bombay by that railway that, in their opinion, it would not be expedient that the B. B. and C. I. Railway Company should enter into a fresh contract. The Government of Bombay, by its Resolution No. 1385, dated 4th December 1875, declined to sanction the continuance of the Carting Contracts, adding that it was of course to be clearly understood, in introducing the new scale of charges, that the public were to receive the benefit of the saving effected by the abolition of Carting Agencies.—(*Appendix* K.)

POLICIES OF INSURANCE ACCORDING TO THE CUSTOM OF DHOLLERA.

A case of considerable interest to the mercantile community was finally heard and decided in the Appeal Court on 13th August 1875. In May 1870, the plaintiff, Mr. Blascheck, purchased a quantity of cotton through his agents

at Dhollera, Messrs. Drennan & Co., who insured it, for the voyage to Bombay, "according to the custom of Dhollera," with the defendants Bhugoobhoy Premchund and another. The cotton was put on board the prow, but about the commencement of the voyage 21 bales were wholly lost,—whereupon the plaintiff claimed Rs. 6,300, the insured value of the 21 bales.

Drennan & Co., it appeared, were in difficulties, and the defendants supplied them with money to purchase cotton on orders received from Bombay : Drennan & Co. then drew upon Bombay in favour of defendants' firm with documents attached.

On the other hand, one of the defendants, while admitting that he executed the policy of insurance, averred that he was in no way liable under it to the plaintiff, with whom he had no communication whatsoever in regard to the policy either before or at the time of its execution, and of whose alleged interests in the cotton under the policy he had no notice or knowledge until shortly before the institution of the suit. Before receiving notice of the plaintiff's alleged interest in the cotton, the defendants had adjusted their liability under it in their account with Drennan & Co., named in the policy, who also had paid the premium, and whom alone they deemed to be interested in the cotton insured with them.

The Court considered that Drennan & Co. were vendors of the cotton, and were interested in it at the time of its loss. Rs. 9,000 was the price to be paid for the cotton, deliverable in Bombay, free of all charges. The relation between Blascheck and Drennan was not that of principal and agent. The Court also held that it had been proved that the custom of Dhollera was that these policies were not transferable, and that the payment to Drennan was a good payment according to the

custom. That there was another class of policy in vogue at Dhollera showed it was a matter of opinion which form of policy the insurer would take. The decree of the lower Court in favour of the plaintiff was reversed.

The attention of your Committee was particularly directed to this case, by a member of the Chamber, in a communication which they circulated among members for their information, warning them at the same time against insuring "according to the custom of Dhollera," or accepting or advancing upon such policies, and reminding them that another class of policy was obtainable at Dhollera.

THE COTTON FRAUDS ACT.

On the 28th of February last, a letter was received from the Bombay Government enclosing a copy of Lord Salisbury's despatch No. 5, of the 27th January, 1876, in which his Lordship announced that after a careful consideration of the Memorial dated 6th October, 1875, referred to in last year's Report, he saw nothing in the points therein urged to induce him to modify his decision that the Act should be amended; that it was desirable that it should be clearly understood that the Act was to be maintained for the present, and that it should be rendered effective for its purpose; but he desired His Excellency the Governor of Bombay in Council at the same time to consider whether the establishment might not be placed on a less expensive footing (in which case some relief might be given to the trade) without in any way interfering with the efficient working of the Act, which must be the primary object to be kept in view.

It will be remembered that the majority of the Commissioners appointed to enquire into the working of the Act recommended that it should not be repealed but only placed

in abeyance, because if the loss of the cotton export trade were to result from its repeal, the loss would be nothing short of a national calamity, while Mr. Ravenscroft, in his dissent, considered it to be a matter of imperial importance to maintain the Act in order to foster and aid the cotton trade of Western India. In either case, the reasons for only placing the Act in abeyance, or for maintaining it, were based chiefly on imperial grounds, and the cost of the establishment for carrying out the objects of the Act ought therefore, your Committee considered, to be borne by the Imperial Exchequer, and not by the trade which derived no benefit from it.

With regard to Lord Salisbury's desire that the Cotton Frauds establishment should be placed on a less expensive footing, your Committee drew His Excellency's attention to the Chamber's letter No. 261, dated 25th October, 1873, —the remarks in which were equally applicable to the present time,—containing a distinct expression of opinion that the Inspector-in-Chief and his staff were useless in the Presidency Town, and recommending that the office of Inspector-in-Chief be abolished, and the Bombay staff paid off or transferred to the cotton-growing districts.

The wishes of H. M.'s Secretary of State for India are by the orders of His Excellency the Governor in Council now being carried out, and a draft of a new Bill has been prepared and permission given to introduce it into the Legislative Council.—(*Appendix* L.)

THE FOUR PER CENT. LOAN OF FOUR MILLIONS STERLING ISSUED IN LONDON IN APRIL LAST.

In the Budget of the Government of India for the year 1876-77, published 31st March, 1876, it was announced that a loan of £2,640,000 would be borrowed by Her Majesty's

Secretary of State in England, but on the 12th April—twelve days only after the publication of the Budget—tenders were invited in London for a loan of four millions sterling redeemable at par after October, 1888, on a year's notice. The announcement of this sudden change in the intentions and action of Government was followed by a violent disturbance in the money market. The premium on Sterling Exchange, which had a rising tendency, immediately fell about 1½ per cent., and mercantile and banking operations were very seriously interfered with by the prevailing uncertainty as to the extent to which it might now be intended to provide the Home Treasury with funds by loans raised in England. The Committee represented what had occurred to the Government of India and the Secretary of State, respectfully submitting that any serious deviation from the declared financial scheme of the Government of India was only justified by extreme emergency, as it resulted in embarrassment to all mercantile interests, and gave trade an unsound, speculative, character.

The Government of India courteously explained that the larger sum was borrowed because the Secretary of State had not only to consider the expenditure of the year 1876-77 as estimated, but also what was necessary to provide for the deficiency in the amount obtained by the Home Treasury for bills on India in the last months of the year 1875-76, and any further deficiency that, with reference to the uncertain state of the exchanges and of the demand for bills, might arise in the current financial year 1876-77.—(*Appendix* M.)

FAREWELL ADDRESS TO LORD NORTHBROOK.

Your Committee sent an Address, in the name of the Chamber, to Lord Northbrook on the occasion of his retire-

ment from the high office of Viceroy and Governor-General of India, expressing the gratitude of the Chamber for the benefits conferred on India under the liberal and enlightened commercial policy which had so pre-eminently distinguished his Lordship's Government. The Address, and his Lordships' reply thereto, will be found in the appendices to this Report.—(*Appendix* N.)

IMPORT DUTIES ON COTTON PIECE GOODS AND YARNS.

Your Committee were favoured with a copy of an interesting letter addressed by the Hon. Donald Graham to the Private Secretary to His Excellency the Viceroy, in which he dwells more particularly on the practicability of drawing a line of distinction between the higher classes of cloths, on the one hand, which contribute to the Customs' revenue, without suffering from the competition of local manufactures, and, on the other, the lower classes which by reason of small importation contribute only in a trifling degree to the revenue, and against which the duties tend to act injuriously. The letter, and the table referred to therein, will be found in the appendices.—(*Appendix* O.)

RAILWAY CONFERENCE IN CALCUTTA.

The Government of India have deemed it advisable to invite representatives from all the Guaranteed and State Railways in India and Burmah, and from the Consulting Engineers' Department of the three Presidencies, to a Conference to be held in Calcutta, probably some time in January next, for the purpose of discussing certain important questions affecting Railways, and with a view to aid the Government of India in coming to a right conclusion in

regard to them. A detailed list of the enquiries on each of the subjects to be discussed will be circulated for information hereafter, when the date of the assembly of the proposed Conference can be more definitely fixed than it can be at present. Delegates from the Chamber of Commerce, and from the leading merchants, European and Native, of the principal towns, are invited to attend the proposed Conference, and to submit papers to be read at it.

THE CONSUL AND VICE-CONSUL AT JEDDAH, AND THE PILGRIM PASSENGER TRADE.

On the 6th of June last, a letter was received by the Chamber, from Hajee Abdoolraman Allaruka, along with printed copies of the documents therein referred to, complaining of the conduct of the Consul and Vice-Consul at Jeddah. The allegations made in these documents seemed to be well substantiated, and to disclose an abuse of authority on the part of the Consul and Vice-Consul which ought to be put a stop to. It appeared to your Committee that the case was one eminently requiring investigation, and they therefore forwarded all the papers through Government to the Secretary of State for Foreign Affairs, with an expression of their hope that his Lordship would be pleased to order an enquiry to be instituted into the charges.

Your Committee also availed themselves of the opportunity of urging upon his Lordship's consideration whether it was not desirable that the Consul and Vice-Consul at Jeddah should be prohibited from engaging in any kind of trade or mercantile dealings; and they suggested that the permission apparently accorded to the Consul to engage in mercantile transactions be withdrawn.—(*Appendix* P.)

EXPEDIENCY OF SUBSTITUTING MINERAL FOR VEGETABLE OIL IN LIGHTHOUSES IN INDIA.

The question of the expediency of substituting mineral for vegetable oil in Lighthouses in India was referred by Government to the Chamber for its opinion. From the information which your Committee collected on the subject, they considered that it would not be safe to use mineral oil in Lighthouses in this country on account of the great heat to which the oil would be exposed, and the consequent danger of explosion. They were, moreover, of opinion that when to the ordinary cost of kerosine oil was added the cost incurred in refining the oil to vaporise only at high temperature there would, apart from the danger, be little or no economical advantage in using mineral oil.—(*Appendix* Q.)

DECISION IN H. B. M.'S COURT AT YOKOHAMA NECESSITATING "FREE" CONSIGNMENTS OF CARGO BEING PROTECTED BY POWERS OF ATTORNEY.

The Yokohama Chamber of Commerce forwarded for the information of the members of this Chamber a pamphlet giving the particulars of an action at law brought in H. B. M.'s Court there by Messrs. Malcom Willcox & Co. against the owners of the British ship *Cathaya*, for damage done to cargo consigned to them for sale by the shippers per *Cathaya*, the Bills of Lading for which were made out for delivery to "order," and were endorsed in the regular manner to them. The petition of claim was framed under Act 19 Vict., Cap. 111, which gives to the endorsee of a Bill of Lading to whom the property in the goods passes by reason of such endorsement, all the same rights of action upon the contract of carriage made and evidenced by the

Bill of Lading as the shipper or the person who made the contract with the carrier. In the body of the Bill of Lading it was stated that freight in full was to be paid before delivery, which was done. The defendants contended that it was necessary to show that the plaintiffs, the endorsees of the Bill of Lading, had given value for the Bill, and also that the ownership of the cargo had vested in them and had ceased to be the property of the shipper, which, as the goods were a "free" consignment, the plaintiffs were unable to do. The Judge admitted the objection and allowed a non-suit.

The fact of the plaintiffs having paid freight in Yokohama did not constitute an interest in the goods, and, even if such had been allowed, it would not have affected the principle laid down by the Judge inasmuch as freight is frequently paid before shipment.

The Yokohama Chamber, in forwarding this pamphlet, was desirous at the same time of eliciting information on the subject of the position of consignors and consignees generally, and more particularly of ascertaining whether a decision had been given in any similar case in other Courts which coincided with the ruling of the Judge of the Yokohama Court. Your Committee replied that it was the custom for consignees in Bombay to claim and recover compensation for damage to cargo, on behalf of the consignors, and without necessarily having property in it themselves; but they were not aware that the right to such claim had ever been raised in the Courts here, which, on the other hand, had, they believed, always allowed the right of the consignees to sue. Whether, however, the Court would, if the point were raised, support this custom was another question which the Committee were unable to answer.

CUSTOM HOUSE ORDER REQUIRING THE WEIGHTS OF COTTON MANUFACTURES IMPORTED AND EXPORTED TO BE GIVEN IN IMPORT PRIVATE MANIFESTS AND EXPORT SHIPPING BILLS.

The Commissioner of Customs, on 10th July last, forwarded to the Chamber a letter from the Government of India to the Government of Bombay requesting that arrangements might be made at all Custom-houses to exhibit in all monthly and annual accounts of trade and navigation furnished to the Government of India, and locally published, the weight in lbs. of each separate denomination of cotton manufactures imported and exported, European and Native, in addition to the quantity in yards, from 1st April last; and he desired the Chamber to circulate it among the mercantile community with a view to immediate effect being given to the instructions therein contained. The Commissioner also issued a departmental order, dated 28th July, that importers and exporters should be requested to give this additional information in their Import Private Manifests and Export Shipping Bills in future. The reason assigned by the Government of India for requiring this information was that it had been found necessary to obtain and record it in order to admit of satisfactory comparison between the returns of the sea-borne trade and those of inland trade, that is to say, across the frontier and between the various provinces.

Several representations were received from members on the subject, and your Committee addressed a letter to the Commissioner showing the inexpediency of this order being enforced on the ground that it would give great trouble, and cause considerable loss to importers, and that it would be

unsatisfactory for the purpose of comparison in the movements of goods as was intended. If, however, the Government of India considered the object it had in view to be of such importance as to overrule the considerations advanced, the Committee hoped that the order might not be enforced for four months so that the weight of all descriptions might be entered in the invoices before shipment, and they further suggested that the order be advertised in the newspapers for the information of the mercantile community, and also that it be advertised extensively in London, Manchester, Glasgow, and other cotton manufacturing towns. The Government of India, having ascertained that the instructions given for the record at all Custom-houses of the weight of cotton piece-goods could not expediently be carried into effect at present, requested that no action might now be taken on them.—(*Appendix* **R.**)

WATER SUPPLIED TO THE SHIPPING.

The correspondence which passed last year between the Chamber and the Municipal Commissioner on the subject of the impurity of the water supplied to the shipping from the pipe which discharges at the Carnac Bunder, led to the appointment of a joint Committee by the Municipality and the Port Trust for the selection of another site. It was agreed that a 14-inch water main pipe should be laid at Mazagon Bunder, as the most suitable Bunder for the purpose of supplying the shipping in the harbour.

A protest against this proposal, signed by the captains of 19 vessels, was sent to the Chamber, on the ground that it would greatly inconvenience the majority of the ship-masters visiting the Port, the distance being a mile further away from the shipping than the present site, and suggesting that,

instead of taking the pipe to Mazagon, it should be brought down to Mody Bay,—a central position for all ships and steamers.

Your Committee, however, concurred with the Municipality and the Port Trust that the Mazagon Bunder was the most suitable place at which to lay the water pipe to supply the shipping.—(*Appendix* S.)

NEW TREATY OF COMMERCE WITH FRANCE.

A copy of a Despatch from the Secretary of State for India to the Government of India, dated 12th April last, giving cover to a communication from the Foreign Office regarding the representations it would be desirable to make in the interests of India to the French Government in the approaching negotiations for a new Treaty of Commerce between the United Kingdom and France, was forwarded to the Chamber with a request that it would favour Government with an expression of its views on the subject. A Special Committee, composed of Messrs. H. Maxwell, Mowat, Roux, P. Fachiri, Meili, and Thacker, was appointed to consider the subject, and their report was adopted. The Special Committee recommended that efforts should be made to obtain a reduction of the import duty on Coffee, which amounted to about 70 per cent. of the value of the article, and particularly that the *surtaxe d'entrepôt* on Raw Wool should be abolished, and this article placed on the same footing with Australian Wool which is exempted from the payment of the surtax. A surtax, generally at the rate of 3 francs per 100 killogrammes, is imposed on all products of "extra-European" origin imported *des entrepôts d' Europe,* except on cotton, flax, hemp, jute, raw silk, and Australian wool. They recommended that every effort should be made to obtain from the French Government the abolition of the *surtaxe des*

entrepôts on all articles of Indian produce or manufacture which was sufficiently high to be, in many cases, prohibitory. They further recommended that the Government of India should remonstrate against the re-imposition of the *surtaxe de pavillon*, which was now contemplated by the French Government; that efforts should be made to obtain the important concession that Indian cotton and other manufactures should be allowed to enter into French Eastern Possessions on the same terms as English manufactures; and finally, as the concessions asked for in the admission of the products of India into France, and of Indian manufactures into French Eastern Possessions, could only be obtained from the Government of France by concessions being reciprocated by the Government of India in the admissions of French products into India, that the products of France should be received into India on the most favourable terms.—(*Appendix* T.)

NEW PILOTAGE RULES.

These Rules, proposed by the Port Trustees, were forwarded by Government to the Chamber, in January last, for review and opinion. The Rules were circulated among members, and were generally approved by them. The scale of remuneration which, it was calculated, the proposed changes would give to the Pilots, was considered fair, and sufficiently liberal to secure efficiency. The Chamber, however, strongly objected to the practice which obtained of Pilots receiving gratuities from Masters of vessels or others, and recommended that an addition should be made to Rule 17 to the effect that any Pilot proved to have taken any gratuity should incur a penalty of double the amount which should be deducted by the Port Trustees from his monthly settlement.—(*Appendix* U.)

STOWAGE OF CARGO IN THE COAL BUNKERS OF STEAMERS.

A letter from the Political Resident at Aden to the Government of Bombay, and a report thereon by the Superintendent of Marine, on the subject of prohibiting the stowage of cargo in the coal bunkers of steamers, were forwarded by Government for an expression of the views of the Chamber thereon. Your Committee replied that it was not illegal to stow cargo in any part of a vessel measured for registered tonnage, and cross bunkers were as a rule so registered. The coal in bunkers which are built above, or at the side of boilers or engines, often ignites, but into such spaces your Committee questioned if cargo was ever stowed in any vessel: generally speaking it would be impossible to get cargo into these spaces. The other coal bunkers in most steamers are much the same as the holds. In very large steamers, they are parts of the hold divided by bulkheads into spaces of 200 or 400 tons, and are used either for cargo or coals according to the nature of the voyage.—(*Appendix* V.)

DETENTIONS OF THE ENGLISH MAILS.

On the failure of the London Post Office to despatch the whole of the Indian Mails of the 24th December last, the Postmaster in Bombay published an explanatory memorandum that this was due to the enormous pressure of business on the night of the 24th December, Christmas eve, which caused many letters for the Colonies, for China and for India, to be left behind. Although the public had every reason to be satisfied with the thorough efficiency of the London Post Office, and although your Committee believed that no portion of the Mail would have been kept back

except from extreme necessity, yet, as such an occurrence caused very great inconvenience, particularly to foreign communities whose postal communications were unfrequent, or conducted only after considerable intervals of time, they represented to H. M.'s Postmaster General that such communities should have the preference, and that when similar cases happened in future, the local Mails should give place to the Eastern Mail which left only once a week. The Postmaster General replied that he exceedingly regretted the delay which had occurred, and that he would endeavour to anticipate, so far as the Post Office could, any future pressure of the same kind.

The Manchester Mail of the 14th July was also detained. The Postmaster in notifying this detention merely remarked that it was accidental, and that the letters would leave London by the following Mail; and, on being applied to, he stated that no explanation had been received from the London Post Office as to the cause of the detention. Your Committee thereupon addressed the Postmaster General expressing their regret that after so short an interval another detention should have incurred causing as it did on the previous occasion, on Christmas eve, very great inconvenience, and hoping that arrangements would be made to prevent the occurrence from again happening,—to which a reply has been received that the letters were accidentally left behind, and that the Chamber may rest assured that every endeavour will be used to prevent a further similar occurrence.

LIVERPOOL STANDARD SAMPLES.

The cotton business in Bombay is now, to a great extent, worked on classifications based upon the Liverpool standard

samples. Most of the firms in Bombay have their own working standards, but these vary considerably, and, consequently, when questions of quality arise, it is most difficult at times to settle them satisfactorily, owing to the diversity of individual ideas of classification. With the view of removing this difficulty, your Committee procured from the Liverpool Cotton Brokers' Association standard samples of the different classifications of Dhollera, Oomraotee, Hingenghat, Machine-ginned Broach, Sawginned Dharwar, Comptah, and Veravul, to be kept in the rooms of the Chamber for reference. The samples arrived in the beginning of June; but as your Committee feared that this climate during the S. W. Monsoon would affect the samples, they have asked the Association to supply them with fresh ones despatched so as to reach Bombay in October or November.

FEES ON TRANSHIPMENT OF GOODS.

Your Committee on enquiry into this subject found that, since the levying of the transhipment fee of two annas per package, a great quantity of its transhipment business had left Bombay. The important traffic of the P. and O. Company, which used to be transhipped at Bombay, was now, in order to avoid the payment of this fee, all transhipped at Galle, where there was a heavy sea, and which, in other respects, was an inconvenient port for transhipment. The fee on the transhipment of opium was Rs. 50 per chest of 140 lbs.; and, in order to save this fee, all the Persian Gulf opium, which did not go direct to China, was sent by the distant and circuitous way of Suez. Moreover, not only had the transhipment trade of this Port not increased as it ought to have done, but the trade would have expanded to more than double its present magnitude, but for the transhipment fees

which were imposed. It was of great importance that every facility should be given for the transhipment of goods, and that the trade thereof should be fostered and encouraged, for it brought so much more shipping to the Port, and with it the attendant advantages of an increase of business; but such encouragement was in the highest degree necessary to the Port of Bombay, whose spacious and well-protected harbour, and convenient situation, admirably adapted it for the transhipment of goods passing between the East and West. For these reasons, and considering that the total revenue derived from transhipment fees, in the eight months from 1st August, 1875, to 31st March, 1876, amounted to Rs. 1,539-8-0 only, or Rs. 192-7-0 per month, your Committee have forwarded a Memorial to the Government of India praying that the obstruction complained of be removed, and that no fees be henceforth levied on the transhipment of goods in the Harbour of Bombay.—(*Appendix* W.)

THE NEW STEAM BOILER INSPECTION BILL.

The Bill to amend the law for the periodical inspection, and the management by competent Engineers, of Steam Boilers, and Prime-movers attached thereto in certain parts of the Presidency of Bombay, which it was proposed to introduce into the Legislative Council of the Governor of Bombay, was forwarded to the Chamber with a request that Government might be favoured with an opinion on its provisions. The objects and reasons stated for the introduction of this extraordinary measure were—

1. That the fees leviable under Bombay Act V. of 1873 (and these amount to the exorbitant charge of Rs. 60 per Boiler) were found not to

yield sufficient revenue to enable Government to provide efficiently for giving effect to the requirements of the Act.

2. That there was no provision in Bombay Act V. of 1873 for checking the working of Boilers and Prime-movers at a higher pressure than that allowed by the Inspector's certificate.

3. That the Examiners appointed under Section 16 had considered that efficient service merely, without any personal test of the candidate's qualifications, was not a safe ground upon which to award a certificate of competency as Engineer.

4. That the Act should be made applicable to *all* Steam Boilers, and not only to those of which the Prime-movers were of more than ten horse-power nominal.

Your Committee, having collected a great deal of information on the subject, submitted their opinion to Government expressing their deep regret that legislation of this exceptional kind should ever, to such an extent, have been resorted to, and particularly that Government should, without any just cause whatever, be anxious to introduce a measure, the sole aims of which appeared to be to unnecessarily impose additional restrictions on the industries of this Presidency, and to increase the fees in which the various factories were already mulcted for the maintenance of the Inspector and his establishment. The object of this kind of legislation was to guard against danger to human life, but it was only from explosions of Boilers that accidents dangerous to human life occurred. Your Committee were unwilling to oppose the measure in so far as it was calculated to pre-

vent such accidents, and that portion of the proposed Bill which legalized only the inspection of Boilers had therefore their approval. But the inspection need not necessarily be conducted by a Government Inspector, and, as it was always desirable that Government should abstain as far as practicable from any interference with the manufactures of the country, your Committee recommended that Government should proceed no further than to lay down certain broad principles, leaving these to be carried out by the Millowners' Association, if that body would undertake to introduce an efficient and economical system which might be made subject to the approval of Government. Your Committee urged this point upon Government in their first communication, but the disclosures which were subsequently made at a recent trial in the High Court showed conclusively, in their opinion, that it was very desirable that there should not be a Government establishment for the inspection of Boilers, and that the Inspector should be independent. There are private Engineers perfectly competent who would, if appointed by Government, be glad to undertake the work for a small fee for each boiler; and your Committee deemed it to be their duty to again press the point on the attention of Government. There was, however, no ground for State interference in regard to engines or prime-movers, or to the qualifications of persons placed in charge of boilers or engines; and your Committee recommended that all those portions of the Bill which referred to the inspection of engines or prime-movers, and to the examination of engineers, be struck out. The Bombay Government appeared entirely to have overlooked the important fact that the break-down of an engine, which is very rarely attended with fatal consequences, entailed serious and often ruinous loss upon the owner, and that it was therefore the owner's interest above all other things to keep

his engines in good condition and repair, and to employ competent persons to take charge of them.

Paragraph 3 of Section 23, which provided that certificates of competency granted under Act V. of 1873, on the ground of efficient service, should only have effect for a period of one year from the date of the proposed Bill, appeared to your Committee to be simply ridiculous, and they recommended that the paragraph be omitted.

Your Committee also recommended that boilers of which the prime-movers were of ten horse-power or under should be excluded from the operation of the Bill. To include such boilers in the proposed Bill would be to interfere unnecessarily with trade. The more you introduced these small boilers and engines, the more you reduced the necessity of manual labour. And it was of great importance to a country like India that machinery of this description should be brought into extensive use.—(*Appendix* X.)

THE OPIUM BILL, 1876.

The attention of your Committee was directed to the "Opium Act, 1876," now before the Legislative Council of the Governor-General, in which it was proposed to empower the Government of India "to authorize any local Government "to establish warehouses for Opium legally imported into, or "intended to be exported from, the territories subject to such "local Government;" and "to declare any place to be a "warehouse for all or any Opium legally imported, *whether* "*before or after the payment of any duty leviable thereon*;" and "to compel the owner of all such Opium to deposit "it in such warehouse," under the penalties stated in para. (*d*) of Section 10—namely, imprisonment for a term of

one year, or a fine of Rs. 1,000, or both, for each offence; and, under para. (*g*) of Section 8, the local Government might be authorized "to regulate the safe custody of Opium ware-"housed under Section 7, the levy of fees for such ware-"housing, and the removal of such Opium for sale or ex-"portation."

They considered that these provisions contemplated the introduction of an utterly useless and unjustifiable interference with the opium trade, and would cause inconvenience and loss to all concerned in it; that as the duty on Malwa opium was paid before the opium could be imported into Bombay, the establishment of Government warehouses was unnecessary for the protection of the revenue, and would not assist in the prevention of smuggling; and that the export trade in opium had for many years been carried on at this Port in godowns built for the purpose and belonging to private individuals, to whom heavy loss would accrue if the establishment of Government warehouses for opium were enacted. A Memorial was accordingly sent to the Government of India praying that the provisions in the Bill for the establishment of Government warehouses might be expunged, so far as Bombay is concerned.

His Excellency the Governor-General in Council in reply remarked, with reference to the assertion that the greatest possible "inconvenience" and "heavy loss" to the trade must be the result of the establishment of warehouses, that, in the absence of any explanation by the Chamber, he did not understand how this alleged inconvenience and loss could arise, adding that, after a careful consideration of the Memorial, His Excellency did not see sufficient grounds to justify a modification of the opinions he had already expressed on this subject. Whereupon, your

Committee addressed another letter to the Government of India entering into the whole question in greater detail.

But, if His Excellency in Council still insisted on these provisions being retained in the Bill, they respectfully urged—

1. That it should be distinctly stated in the Act that the provisions relating to Government warehouses should be applicable only to opium *in bond*, that is to say, to opium on which duty had not been paid.
2. That all warehouses now and previously used and proved to be suitable for the opium trade should be entitled to be licensed.
3. That the "fees for warehousing," referred to in Clause (9) of Section 8, should not exceed the cost of warehousing the drug at present.
4. That the same facilities, which merchants have at present in private opium warehouses, should be afforded to them in such warehouses as might be erected by Government without any extra cost for keeping such warehouses open over-time, or on Sundays; and
5. That means should be adopted in order that the opium merchants might carry on their trade with the same secrecy in Government warehouses as they were now enabled to do in private warehouses.

The present system, while affording perfect security to the revenue, is satisfactory to the trade, and your Committee, with great deference, submitted that, in the absence of good and sufficient reasons, it should not be departed from in the manner now contemplated.—(*Appendix* Y.)

THE BENGAL CHAMBER OF COMMERCE AND THE CURRENCY.

At a General Meeting of the Bengal Chamber of Commerce held on the 15th July last, the following resolutions were passed :—

1. That the continued depreciation in the value of silver is a question most seriously affecting the political and financial interests of the country, and that, in view of its very great importance, the Committee be requested to address the Government, in order to obtain such information as they may be able to give in regard to the policy which they propose to pursue under the circumstances.
2. That the Chamber approves of the suggestion of the Committee that it is expedient in view of any ultimate measures that the Government may adopt, that Clause 19 of Act XXIII. of 1870, making it obligatory on the Mints in India to receive all silver tendered for coinage ; and also that Section B of Clause 11 of Act III. of 1871, making it obligatory on the Currency Department to issue notes against silver bullion sent in, be temporarily suspended at the discretion of Government. And that, during such suspension or until further notice, it be not lawful to import coined rupees from any foreign port.

There was a third proposition put before the Meeting recommending the adoption of a gold standard which, in deference to the feeling apparent among members present, was for a time withdrawn.

A copy of the proceedings of that Meeting was forwarded

to this Chamber, with a request that we would co-operate with the Bengal Chamber in urging the adoption of the proposed measures on the attention of Government.

Your Committee found themselves unable to support the second resolution passed by the Bengal Chamber ; but feeling that it was a subject on which there would probably be much diversity of opinion, they circulated the papers for the opinions of the members of the Chamber. The members were all but unanimous in opposing the resolutions. The Bengal Chamber was accordingly informed that your Committee were precluded from supporting the resolutions; and as the Government of India had already, before the papers were returned from circulation, given its decision, in an able and exhaustive Resolution, your Committee simply added that it was perhaps unnecessary to enter into particulars.—(*Appendix* Z.)

THE PORT TRUST.

The accounts for the year ending 31st March, 1876, show the expenditure of the Trust to have been Rs. 16,02,095-8-4 (which includes Rs. 8,62,928-8-3 for interest payable to Government), and the income Rs. 15,65,639-15-4, leaving a deficit of Rs. 36,455-9-0.

The ascertained Deficits on previous Revenue Accounts were as follows :—

From 26th June, 1873, to 31st March, 1874.....	Rs.	1,64,861	7 3
From 1st April, 1874, to 31st March, 1875	„	91,080	13 6

The Chairman's Administration Report to 31st March, 1876, will be found in the Appendices to this Report.—(*Appendix* A A.)

REDUCTION OF POSTAGE RATES.

The following is an extract from the Notification No. 1070, issued on the 16th June, 1876, by the Government of India :—

British India having been admitted to the General Postal Union, with effect from the 1st July, 1876, the Governor-General in Council is pleased, in exercise of the powers conferred by the Indian Post Office Act, 1866, to direct that, on and after the 1st July, 1876, the following postage-duties shall be chargeable on letters and other articles hereinafter specified, sent through the post from any place in British India to any of the countries mentioned in the Schedule hereunto annexed :—

Postage-duties chargeable upon letters and other articles sent through the post from any part of British India to any country belonging to the General Postal Union.

	Each letter per ½ oz.	Printed Papers, Legal and Commercial Documents, and Patterns.	
		Each newspaper, per 4 ozs.	Each packet of printed papers, &c., per 2 ozs.
Upon letters sent through the post from any place in British India—	Annas.	Annas.	Annas.
To the United Kingdom and countries belonging to the Union served through the United Kingdom—			
vid Brindisi	6	2	2½
vid Southampton	5	1	1½
To Aden, Malta, and Gibraltar	4	1	1½
To any country belonging to the Union not coming under the foregoing heads	5	1	1½

2. The higher rates thus prescribed for correspondence sent *via* Brindisi to the United Kingdom and countries served through it result from the conveyance of such mails by special train through Italy and France : and the lower rates of letter postage for Aden, Malta, and Gibraltar, are those hitherto in force, which it is not the object of the present arrangement to increase.

ALTERATION OF THE CHAMBER'S RULES AND RATES OF COMMISSION.

A Special General Meeting of the Chamber was held on the 9th of August last for the purpose of revising the Chamber's Rules and Rates of Commission, which had, from various causes, been rendered necessary. The proceedings of the meeting will be found under the heading "General Meetings, 1875-76," in the pages immediately preceding this Report.

PROGRESS OF THE PRINCE'S DOCK.

The following outline of the progress which has been made in this important work has been courteously supplied to the Chamber by Mr. Thomas Ormiston, the Chief Engineer of the Bombay Port Trust :—

"The contract for the masonry of the Prince's Dock was let on the 4th of November last; on the 11th of the same month, His Royal Highness the Prince of Wales laid the foundation-stone, and the progress made since is shortly as follows :—

"Walls built up to within 12 ft. of Wharf Level..L. ft. 3,200
"Ditto in progress 2,200

"Leaving 1,200 ft. of walling and the entrance works not commenced.

"A seat for a crane to lift 100 tons, but tested to 120 tons, is being put in.

"The excavation contract was let on the 5th inst., and the work has commenced.

"The Dredger and Hoppers for deepening the Channel have arrived, and will shortly be at work.

"At present 3,500 people are employed on the works.

"I expect the Dock to be opened for traffic on the 1st of April, 1879."

REMOVAL OF THE COTTON TRADE TO MAZAGON.

The Port Trustees having, in concert with the Esplanade Fee Fund Committee and the Colaba Company, resolved to increase the ground-rent charged for storing cotton at Colaba from 12 annas to 1 rupee per square yard, many of the native cotton dealers have, with the view of transferring the trade to Mazagon, taken ground in that locality, where, however, there are at present no facilities for the trade. Some of the native dealers, on the other hand, prefer remaining at Colaba, to which place it is hoped that the other dealers will also return, as the owners of the land there have agreed to revert to the former rate of 12 annas per square yard. The threatened diversion of the trade to Mazagon is a movement of considerable importance to the trade, but, as the dispute is still unsettled, the Committee will refer to it more particularly in next year's Report.

MISCELLANEOUS.

Numerous references have been made to your Committee during the past year, on points connected with the mercantile and shipping interests of the Port, which were considered and disposed of in the usual manner.

The balance in the General Fund of the Chamber on 3rd October was Rs. 10,072-10-8, and adding to this sum the amount due for subscriptions and publications in September, viz., Rs. 1,550, the General Account, at the close of the Chamber's year, showed a credit balance of Rs. 11,622-10-8, against Rs. 13,967-14-0 on the 30th September, 1875. The falling off of Rs. 2,345-3-4 is principally accounted for by the increased expenditure on printing statistical information, and by a diminution of subscriptions on account of several

members having withdrawn from the Chamber on closing their business in Bombay.

The Balance in the Measurement Fee Account, on 3rd October, was Rs. 16,435-13-1, against Rs. 19,080-3-5, on the 30th September, 1875, showing a loss in the working of the measurement scheme, during the year, of Rs. 2,644-6-4, —which was accounted for by the large falling off in the exports of cotton.—(*Appendix* A.)

Your Committee have only now to tender their thanks to the Members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council, for the courtesy and attention with which their representations have on all occasions been received.

Chamber of Commerce, Bombay,
21st October, 1876.

APPENDIX A.

FUNDS OF THE BOMBAY CHAMBER OF COMMERCE FOR 1875-76.

FOR THE YEAR ENDING 30TH SEPTEMBER, 1876.

DISBURSEMENTS.		Amount.	RECEIPTS.		Amount.
		Rs. A. P.			Rs. A. P.
Rent		1,680 0 0	Balance at the Credit of the Chamber as shown in last Year's Account		13,067 14 0
Printing		2,465 1 6	Subscriptions and Publications		*18,222 10 8
Advertisements		87 4 4	Realized by Sales of Daily and Weekly Trade Returns and Manifests		1,904 0 0
Newspapers and Books		583 9 6	Do. Miscellaneous Receipts for Stamping Callipers, &c.		38 2 0
Postage and Receipt Stamps		179 10 8	Do. on Cotton Measurement Fee for Head Office Charges in connection with the Measurement Scheme		1,200 0 0
Office Salaries, Telegrams, and Petty Charges, &c.		8,641 14 0			
Stationery		197 3 0			
Daily and Weekly Trade Returns, Manifests and other Statistics, Salaries, Stationery and Petty Charges	Rs. 3,670 5 0				
Printing	„ 7,752 8 0				
		11,422 13 0			
Cotton Seed supplied to the Political Agent, Kattiwar		618 11 6	Refund by Political Agent, Kattywar, of cost of Cotton Seed	Rs. 618 11 6	
			Railway charges thereon received and paid to G. I. P. Railway Company	„ 17 8 0	
					636 3 6
Balance	Rs. 11,890 13 9				
Deduct Establishment for September paid 3rd October	Rs. 1,818 3 1				
		10,072 10 8			
Total	Rs.	35,948 14 2	Total	Rs.	35,948 14 2

* Not including Subscriptions and Publications for September which amounted to Rs. 1,650.

NOTE.—On this account Rs. 10,000 is lodged with the Hongkong and Shanghai Banking Corporation on Fixed Deposit, which, with interest at 5 per cent., for one year, falls due on the 7th March, 1877. The remaining Funds Rs. 72-10-8 in Current Deposit Account with the Bank of Bombay.

MEASUREMENT FEE ACCOUNT FOR 1875-76.

For the year ending 30th September, 1876.

To Disbursements, Salaries, Stamps, and Printing, from 1st October, 1875, to 31st August, 1876	Rs. 20,893 4 7		By Balance as per last account		19,050 3 5
„ Establishment for September paid 3rd Oct.	„ 1,039 9 6		„ Receipts from Fees		16,988 7 9
	Rs. 22,532 14 1		„ Interest on Fixed Deposit Rs. 20,000 for one year received 27th October, 1875		1,000 0 0
„ Remuneration granted to Mr. Purvis from Sept., 1872, to April, 1876, at Rs. 5 per month, on recommendation of Sub-Committee	220 0 0		„ Monthly Deposit on account of guarantee of a second-class passage to England to Mr. Richard Johnstone		120 0 0
		22,752 14 1			
To Balance		16,435 13 1			
Total	Rs.	39,188 11 2	Total	Rs.	39,188 11 2

NOTE.—On this account, Rs. 16,000 is lodged with the Mercantile Bank on Fixed Deposit, which, with interest at 5 per cent. for one year, falls due on the 26th October, 1876.

APPENDIX B.

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ST. PETERSBURG TELEGRAPH CONVENTION.

B 8, Exchange Buildings,
Liverpool, *30th September*, 1875.

To the Bombay Chamber of Commerce.

Gentlemen,—I am instructed by the Chairman of this Association to forward, for your information, copies of letters transmitted by this body to the Indo-European and Eastern Telegraph Companies relative to the proposed changes in the rules and regulations affecting telegraphic communications between Europe and the East. Being equally interested with this body in securing, if possible, a continuance of the existing arrangements, this Association relies on the prompt and cordial co-operation of your Chamber in the matter.—Yours, &c.,

J. B. COOPER, Secretary.

[Copy.]

East India and China Association.

B 8, Exchange Buildings,
Liverpool, *29th September*, 1875.

W. T. Ansell, Esq., Traffic Manager, Eastern Telegraph Company, Limited, London.

Sir,—The Committee of this Association have learned, from a circular issued by you on the 9th instant, that, in accordance with the wishes of the Government of India, and of various Telegraph Companies represented at a Conference lately held at St. Petersburgh, it has been decided to make certain new rules and regulations which are to come into force from 1st January next; and, as some of the proposed changes must cause great inconvenience and increased expenditure to the mercantile community connected with the East, I am desired by the members of this Association to address you on the subject, in the hope that it may still be possible to modify certain of these changes to which they now desire to draw your attention.

Maximum Length of Words.—Last year a circular was issued by the Government of India, from which the public learned that for the future it (and, consequently, the various Companies) intended to adopt, as a standard, Webster's Dictionary, and it was clearly explained that all words, not compound, taken from that Dictionary would be received, in the future, as single words. This seemed to be a reasonable arrangement, and, trusting to its continuance, many members of this Association, at much trouble and expense, caused their Cipher Codes to be arranged accordingly. The

admission, in the future, of only such words as contain ten letters will, probably, prevent the use of about one-fourth of the single words, which by last year's decision were admissible. If it be desirable to curtail the length of words, it appears to this Association that the Conference has been unfortunate in its selection of ten letters, which prevents the public from sending simple words, such as Acknowledgment, Unintelligible, Information, Inconvenience, Application, Disturbance.

Words in Commercial Use, such as Consumption, Myrabolams, Salammoniac, Hinguughaut, Ironmongery, Agricultural, Quicksilver, Speculation.

Names of Seas and Rivers, as Mediterranean, Mississippi.

Names of Countries, Places, and Districts.—Masulipatam, Soonderbunds, Londonderry, Petersburgh, Switzerland, Southampton.

Names of Ships.—Ettrickdale, Sandringham, Brocklebank, Dreadnought, Thunderbolt, &c.

Naturally, it must follow that the public will be forced to pay double for many words which unavoidably must be telegraphed; and it is considered that the maximum length might, with advantage to all concerned, have been fixed, as in European messages, at fifteen letters; failing which, it would have been more equitable to have made the charge so much per letter, irrespective of the length of words, or to have charged for each letter in excess of the maximun number allowed.

Groups of Figures.—We understand it is not finally settled as to whether groups of five figures, either used alone or intermixed with Code words, are to be accepted as single words, or are to be treated as secret messages, and, under that category, to be liable to a double charge, or be absolutely refused. This Association earnestly hopes that the public interest may be carefully considered in this matter, as it is of the greatest importance that the present system of allowing five figures, used for Code purposes to be sent for a single payment, should be continued, and it is impossible to see how such a permission can in any way be prejudicial to the interests of the various Companies concerned.—I am, &c.,

WALTER E. CRUM, Chairman.

[Copy.]

East India and China Association.

B 8, Exchange Buildings,
Liverpool, 29*th September*, 1875.

To the Right Hon. The Marquis of Salisbury, H. M. Secretary of State for India.

My Lord,—I am instructed by the East India and China Associa-

tion to forward, for your Lordship's information, copy of a letter transmitted by this body to the Eastern and Indo European Telegraph Companies, regarding certain changes in the rules and regulations affecting telegrams between this country and India, which were adopted at the International Telegraph Conference, lately held at St. Petersburg.

This Association believes that the Indian Government, when agreeing to certain of these proposed changes, have not fully realised their probable results, and I have, therefore, respectfully to ask that your Lordship will be pleased to use your all-important influence with the Indian Government to secure, at any rate, some further consideration of the question before regulations, causing so much inconvenience and pecuniary loss to the mercantile community, both here and in India, be enforced.

As your Lordship will see by the copy of correspondence referred to, the rules which this Association trust may be reconsidered, are—

First.—"That groups of numerals, not exceeding five, and used for Code purposes, be either treated as secret messages, and, therefore, liable to a double charge, or be declined altogether."

Second.—"That all words of more than ten letters be subject to a double charge."

Third.—"That the charge per word be increased from four shillings to four shillings and sixpence."

Trusting that this representation may receive your Lordship's favourable consideration, I have, &c.,

WALTER E. CRUM, Chairman.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 23*rd October*, 1875.

The SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed to furnish you with the accompanying copy of letter addressed to the Government of India, from which you will observe how much inconvenience is anticipated by the merchants of Calcutta from the early date fixed for introducing the amended regulations adopted by the Telegraph Convention at St. Petersburgh last May, and that application has been made for an extension of time from 1st January to 1st May of next year.

In handing you this communication, my Committee desire me to say that, believing you attach as much importance as they do to this matter, they will be glad of your co-operation, and trust that the representations from all the Chambers in this country will secure the object in view.—I am, &c.,

H. W. J. WOOD, Secretary.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 22*nd October*, 1875.

Colonel C. H. DICKENS, Secretary to the Government of India, Public Works Department, Simla.

SIR,—Under date 13th March last you were good enough to

inform the Committee of the Chamber of Commerce that their letter of 6th idem would be forwarded to Her Majesty's Secretary of State for consideration.

The Committee's letter had reference to the proposed Telegraph Conference to be held at St. Petersburg in May, and indicated the points which they were requested by you to submit.

Although the result of the Conference has not been officially communicated to this Chamber, the Committee are in possession of general information respecting the new rules and regulations then adopted, and which has recently reached them through other channels.

In their letter of 21st January to your address the Committee expressed a hope that sufficient notice would be given of any alterations of the existing system to enable the commercial public to amend their telegraph codes in consultation with their home and foreign correspondents in time to meet the changes that might be determined upon at the Conference as soon as they came into operation.

The Committee now learn with regret that the alterations adopted by the International Convention are to come into force from the 1st January next, a date much too early to admit of merchants being ready to meet the changes that have been introduced, and which necessitate the revision and remodelling of their codes.

The Committee, therefore, submit that an extension of time is absolutely necessary to enable merchants in India to amend the codes with which they communicate, and transact business with distant correspondents; and they respectfully request His Excellency the Governor General in Council will be pleased to apply for a suspension of the introduction of the new rules until the 1st May next.

The Committee believe that the Foreign States would not withhold their consent if communicated with by the Secretary of State for India; and if His Excellency in Council favourably entertains their present urgent application they trust the Marquis of Salisbury may be addressed by telegraph and his Lordship moved to send a reply by the same means.—I have, &c.,

H. W. J. WOOD, Secretary.

[Copy.]

The Eastern Telegraph Co.'s Line,

66, Old Broad Street,

London, 17*th September*, 1875.

Messrs. W. & R. Graham & Co., 7 Rumford Street, Liverpool.

Dear Sirs,—We are favoured with your letter of yesterday, and in reply beg to draw your attention to the following general observations which will in a great measure answer all your points.

All experience has demonstrated that a reduction of tariff must lead to a diminution of profits even in the case of penny post the

Post Office worked for many years at a loss. In fact, it was 23 years before they received the same revenue which they enjoyed previous to lowering the rate of postage.

Abundant experience also has been obtained as to the effect of a one word tariff on the Anglo-American Line. It resulted in a loss of not less than £30,000 for the first year.

The public always promptly avail themselves of any facilities offered, and the natural consequence of the one or ten word tariff is to reduce the average number of words in telegrams.

By adopting the ten word tariff with India almost no increase was obtained in the number of messages, and therefore there was absolute loss to the revenue.

With the ten word tariff to Egypt we carried 10,000 more messages, and did not make any more money.

After ten years' experience of extra European telegraphy, it can be pretty accurately ascertained where to anticipate loss and what is necessary in the interests of administrations to reduce that loss to a minimum.

The one word system under existing conditions would be an absolute loss, but as it was considered the basis from which the largest growth would ultimately be obtained, the problem to solve was how to get paid for the work done while giving the undoubted facility to the public of sending just such words and only as many as they desire.

The subject was long and frequently considered by the managers of all the Companies in London together with representatives from the Post Office India and the Persian Gulf Cables, and again frequently both in Committee and full congress at St. Petersburgh.

After much discussion it appeared equitable and practically the adoption of the latter system to establish the maximum limits of ten letters and groups. This enables the public to send short messages cheaper than at present by the packers, and will, we hope, be used for telegraphing the result of minor transactions and social affairs. It is from this increase we hope to retain our present gross traffic and gradually increase the number of messages.

It is certain to reduce the average of the longer messages, and neither Government administrations nor Companies care to incur the certain loss and expense of sending a greater number of small messages without a carefully considered plan of getting paid for the work done, and ten letters and groups secured a fair compromise.

As practically a letter system has now been reached, it is not probable that the public will again be called upon to revise their telegraph codes, but it was not without serious consideration and regret that the public has been put to this irritating and expensive trouble.

In regard to the cipher or secret letter messages the public have managed to make such very difficult codes by combinations of letters and figures as often to make it desirable to refuse such messages altogether.

They are difficult to send, and, when errors occur in them, they are most difficult to correct.

With reference as to your remarks as to the maximum length of words, it is a fact, as the writer informed you some months ago, that the Indian Government adopted Webster's Dictionary as the standard, but that was intended to meet the question more of compound words.

The principle upon which the Congress adopted the ten letter maximum I have explained elsewhere; it is not at all likely that any alteration of the rules can take place for three years to come in as much as the Congress only meets triannually, and the next Congress is fixed to meet in London in June 1878.

With respect to your question as to the groups of figures the point raised as to whether groups intermixed with Code words will bring the message within the category of secret messages is not yet *finally* settled. If it is so decided such messages will be absolutely refused for India, Penang, Singapore, China, and possibly also Australia.

A Sub Committee of the Delegates of the Companies in London will shortly meet to decide as to the exact interpretation to be put upon several rules which are left somewhat vague.—Yours, &c.,

W. T. ANSELL, Traffic Superintendent.

To Colonel C. H. DICKENS, Secretary to the Government of India, Public Works Department, Calcutta.

SIR,—Several communications have just been received by this Chamber relative to the International Telegraph Conference held at St. Petersburg in June last, from which the Committee learn that it has been decided to make certain new rules and regulations, and that these are to come into force on the 1st January next.

The Committee desire in the first place to express their regret that no official communication has ever been made to this Chamber on a matter of so much importance to the mercantile community.

The Committee understand that, at this Conference, the following alterations in the rules and regulations affecting telegrams between India and Europe were proposed :—

1.—That all words of more than ten letters be subject to a double charge.

2.—That groups of numerals not exceeding five, and used for Code purposes, be either treated as secret messages, and therefore liable to a double charge, or be declined altogether.

3.—That the charge per word be increased from four shillings to four shillings and sixpence.

As regards the maximum length of words, the Committee

of this Chamber desire to bring to the notice of His Excellency the Governor-General in Council that the alteration, if enforced, would involve the necessity of a complete remodelling of the Codes which the various members of the mercantile community have, trusting to the continuance of existing rules, arranged at very great trouble and expense. The limitation of words to words which contain ten letters would prevent the public from using the names of countries, places, districts, seas and rivers, expressions used in connection with science, art, agriculture and manufactures, and simple expressions in ordinary use, such as communication, intelligence, unremunerative, arrangement, investigation, acknowledgment, inconvenience, &c. As the using of such words in ordinary messages is unavoidable, the proposed change would therefore, in many instances, be equivalent to a double charge upon the public.

If, however, the Government of India consider it desirable to shorten the length of words, the Committee beg respectfully to suggest that the maximum length might, with advantage to all concerned, be fixed, as in European messages, at fifteen letters, or the charge might be made at so much per letter irrespective of the length of the words, or a system of charging for each letter in excess of the maximum number allowed might be adopted.

Ordinary messages, that is to say, messages other than Code, Cipher or Secret messages, are the messages in most cases adopted by the general public, and it is, therefore, of more importance, in the interests of the public, as well as in those of the parties to the convention, to consider the effect of proposed changes upon them. Increased restrictions can only result in diminishing the number of messages sent, and consequently the profits of the Telegraph Companies.

With regard to the second alteration, the Committee understand that it has not yet been finally settled whether groups of five figures either used alone or intermixed with Code words are to be accepted as single words, or are to be treated as secret messages, and therefore liable to a double charge or to be declined altogether. It is hardly necessary to remind His Excellency the Governor-General in Council of the very great importance to the mercantile communities in India, and those connected with the East, of continuing the present system of allowing five figures used for Code

purposes, to be charged as a single word. The inconvenience and heavy loss which this change, and the proposal to increase the charge per word from 4s. to 4s. 6d., would entail, will, the Committee earnestly hope, induce His Excellency to re-consider the proposed alterations before they are enforced.

The Committee have also learned with surprise and regret that the new rules and regulations adopted by the International Convention will come into force on the 1st January next. This does not allow sufficient time to merchants to remodel Codes with which they communicate with distant correspondents. The Committee, therefore, respectfully request that His Excellency the Governor-General in Council will be pleased to desire that the introduction of any new rules be suspended until 1st May next, and looking to the importance of the matter, and the short time between this and the 1st January, he will consider it advisable to communicate with H. M.'s Secretary of State for India on the subject by telegraph.—I have, &c.,

J. GORDON, Secretary.

J. A. FORBES, Chairman.

Chamber of Commerce, Bombay, 2nd November, 1875.

[ENCLOSURE.]

CHAMBER OF COMMERCE,
MANCHESTER, 14*th December*, 1875.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 8th ultimo, accompanying printed copy of letter addressed by the Bombay Chamber of Commerce to the Government of India, referring to the new rules applying to the transmission of telegrams to India.

I have now the pleasure to enclose, for your information, copy of a letter on the same subject, addressed by this Chamber to the Eastern and to the Indo-European Telegraph Companies.

The letter has also been forwarded to the Secretary of State for India with the request that the Indian Government will use its influence to obtain a re-consideration of the rules on behalf of the mercantile class, which otherwise

will be subjected to serious hindrances and restrictions, and with great additional pecuniary expense to the public both here and in India.

A paragraph appears in to-day's *Manchester Guardian* to the effect that the Indian Government had agreed to arrange for the delay of the introduction of the provisions of the St. Petersburg Convention until the 1st May next.—I am, &c.,

THOS. BROWNING, Secretary.

TELEGRAPHIC COMMUNICATION WITH INDIA.

The following is a copy of a letter addressed to the Eastern and also to the Indo-European Telegraph Companies in connection with the new rules and regulations proposed to be enforced on the 1st proximo. A copy of the letter has also been forwarded by the Chamber to the Secretary of State for India, requesting the interference of the Government of India:—

CHAMBER OF COMMERCE, MANCHESTER, *8th December*, 1875.

SIR,—This Chamber, having received numerous remonstrances opposed to the alterations in the terms upon which telegraphic messages will be transmitted to India, China, Japan, and the Straits Settlements under the new rules on the 1st proximo, the subject has had its serious consideration.

The rules and regulations will, in the opinion of the Chamber, entail greatly increased charges, and seriously interfere with the legitimate facilities hitherto afforded, and I am to request that the subject may have the early and serious attention of your Company on behalf of the large mercantile interests affected.

Referring to the rules issued by your own and the Eastern Telegraph Company, we find the following as being distinctly prejudicial to the users of the wires.

1. Words of more than ten letters will be charged double rates.
2. Abbreviated and wrongly spelt words will not be accepted.
3. Messages containing cipher or figure symbols will be declined altogether; or otherwise subjected to compulsory repetition at an additional charge of 50 per cent.
4. Charge to be increased as follows:—

	Present Charge per Word.		New Scale per Word.	
	s.	d.	s.	d.
To India	4	0	4	6
To Singapore	5	6	6	3
To China	6	0	8	4
To Japan	7	0	11	3

the equivalent of from 12½ to 70 per cent. above the present rates.

The Chamber would premise that the alteration in respect of words exceeding ten letters in length is an amendment in which it would freely acquiesce, as a reasonable means for discouraging the unfair use of the wire; but it is, however, held to be a special

hardship that where it is necessary to use the names of places, ships, &c., exceeding the prescribed limit, abbreviations in such cases will not be accepted, and that a charge for two words will be exacted where a single abbreviated word would perfectly suffice.

The more serious ground of objection is, however, contained in the rule relating to cipher and figure messages. There is a manifest ambiguity as to the precise meaning of this rule as published by the Eastern Telegraph Company, but the intention is made clear in that of the Indo-European Telegraph Company, which is in the form following :—

"Figures are accepted and charged at the rate of five figures or less as one word, if used to express amounts, quantities, statistics, commercial quotations, &c. If the sense is not clear—that is, if the figures are used for Code purposes, to express what ought naturally to be expressed in words—the whole message in which such figures occur is treated as a cipher message, and must be repeated at an additional half cost (this does not apply to Government messages). In case the meaning of the figures should be doubtful, the sender will be required to declare for what purpose the figures are employed, and the charge will be regulated accordingly.

The Chamber would remark that by the use of figure the sender of a message is enabled to ensure at once economy and great accuracy, and these are unquestionably of the first importance in a telegraphic communication. This method is, therefore, very largely used, alone or in combination with Code words ; and the effect of the above rule will prove most detrimental to the interests of the mercantile class.

The present charges impose a very onerous burden on merchants in the transaction of their business, and it is only by the adoption of economical expedients that they are enabled to make a free use of the wires.

Nevertheless, as already stated, it is now sought to enhance the charges of the present tariff, and in addition needlessly to compel a repetition of messages involving a further additional expense of 50 per cent. ; or, as is is alleged by the Companies, for the purposes of accuracy but which practically is not required ; and it is significant to remark that repetition is not deemed essential for Government messages, for which it may with reason be assumed that accuracy is of the first importance.

With these remarks, the Chamber would, therefore, seriously recommend the whole subject for re-consideration by the authorities responsible for the proposed changes, as in its opinion the increased charges and restrictions will be a serious detriment to the commerical world. If, on the other hand, the Telegraphic Companies will view the subject from the point of their own interests, it is quite apparent that the policy about to be pursued must greatly diminish the use of the wires ; and whilst much injury will be done to our commerce, the Companies will really derive no compensatory advantage.—I have, &c.,

THOS. BROWNING, Secretary.

No. 406-T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

FORT WILLIAM, 11*th November*, 1875.

To the SECRETARY to CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge receipt of your letter of the 2nd instant, and am directed by the Hon. President in Council to state that the Secretary of State has been requested both by letter and telegram to arrange to delay the introduction of the provisions of the St. Petersburgh Telegraphic Convention till 1st May next, as requested.—I have, &c.,

C. H. DICKENS, Colonel, R.A.,
Secretary to the Govt. of India.

No. 413-T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

FORT WILLIAM, 19*th November*, 1875.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 406-T of the 11th instant, I am directed by the Hon. President in Council to forward, for the information of your Chamber, copy of a telegram [dated 18th Nov. 1875] from the Secretary of State for India, intimating that the operation of the St. Petersburgh Convention cannot be delayed beyond 1st January next.—I have, &c.,

C. H. DICKENS, Colonel, R.A.,
Secretary to the Govt. of India.

[COPY OF TELEGRAM.]

To (Station) Calcutta. From (Station) London.
To (Person) President. From (Person) Secretary.

18—11—75.

Yours tenth. Operation of Petersburgh Convention cannot be delayed beyond first January, when Rome working rules will expire

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No. 58 OF 1876.

BOMBAY CHAMBER of COMMERCE, *29th February*, 1876.

The DIRECTOR GENERAL of TELEGRAPHS, Calcutta.

SIR,—The Committee of the Chamber of Commerce have had under consideration Rule 35 adopted by the St. Petersburg International Convention for the repetition of messages by the Indo-European Telegraph. This new Rule provides that the charges made for obtaining the repetition of a doubtful word or passage in a Foreign message shall not be returned even although the telegraph may have been at fault *unless the message of which repetition was required was a collated one.*

Under the Indo-European Telegraph Rules which were superseded by that Convention, the charges were returned "if the repetition showed that the mutilation of the sense "of the message was made by the telegraph." The public had thus a guarantee that the service for which they paid would be efficiently performed, a wholesome check being provided against the negligence of officials in the Department.

The new Rule which relieves the Telegraph Department of its former liability to bear the cost of repeating a message when the telegraph has been in fault, is, the Committee consider, an injustice to the public, and a direct encouragement to official negligence, through which the Department profits instead of suffering the penalty of its own default. The Chamber believes that the instances of messages mutilated in sense, which have lately been of frequent occurrence, are already must more numerous than they were under the former Rules.

The Committee desire me to express their hope that you

will, on re-consideration, be so good as to take the requisite steps to cancel the new Rule, the operation of which is certain, so far as the public is concerned, to be attended with mischievous results, and to obtain a return to the Rule under which the charges of repeating an ordinary message were returned if the repetition showed that the mutilation of the sense of the message was made by the telegraph.—I have, &c.,

J. GORDON, Secretary.

No. 40-T.

CALCUTTA, *4th April*, 1876.

From the DIRECTOR GENERAL of TELEGRAPHS in INDIA to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging receipt of your letter of the 29th February, on the subject of No. 35 of the Rules for Foreigh Messages, I have the honour to annex, for your information, a copy of my reply to a similar communication from the Madras Chamber of Commerce.—I have, &c.,

ALBERT CAPPEL,
Offg. Director General of Telegraphs in India.

No. 39-T.

CALCUTTA, *4th April*, 1876.

From the DIRECTOR GENERAL of TELEGRAPHS in INDIA to the CHAIRMAN, CHAMBER of COMMERCE, Madras.

SIR,—I have the honour to acknowledge receipt of your letter of the 17th February in which you request that the Convention ruling embodied in No. 35 of the Rules for Foreign Messages may be re considered in view to recipients of doubtfully worded uncollated telegrams being enabled to procure a repetition without incurring any cost, should it be proved that the telegraph had been in fault. At present as you point out such privilege is confined to messages on which the charge for "Collation" has been paid by the sender.

2. To obtain an alteration of the Convention, prior to its revision by an International Conference, it is requisite that the change should be assented to by all the administrations concerned. Such unanimous consent on this point is most unlikely, as the new rule was expressly designed to remove the anomaly which under the former procedure afforded to senders and re-

ceivers of telegrams all the advantages of collation without payment of collation price, and thereby imposed a very considerable amount of unremunerative work on the telegraph lines.

3. With reference to your contention that the new rule is not just to senders and receivers of telegrams, the following explanation will, I think, show you that while the former rule was unfair to the telegraph administrations, the revised procedure does no more than remove the one-sided incidence of that which it superseded.

4. The ordinay telegraph tariff is based on the supposition that messages are in clear language offering an intelligible sense. The context of such messages renders repetition unnecessary.

5. Gradually, nearly all commercial messages have come to be expressed in Code language comprising difficult words offering no intelligible sense or context.

6. Telegraph administrations naturally object to allow Code messages (if paying ordinary rate) to occupy the wire longer than telegrams of similar length offering an intelligible sense. The chances of accurate transmission, other things being equal, are thus greatly in favour of the latter. Code messages, to insure accuracy, *ought, therefore, to be collated.*

7. If, however, the sender of a Code telegram elects not to prepay it at collation rate, he thereby, under the condition of the St. Petersburgh Convention, voluntarily accepts all risk of errors, waives all claim to the special care and precautions which the nature of his telegram demands, and debars the receiver from obtaining, otherwise than at his own cost, any rectifications necessitated by errors in transmission.

8. It appears necessary to point out that the punishment of signallers for errors in transmission of messages is based not on the value of the message or on the fact that a repetition had been claimed by the receiver, but on the nature of the error and on the salary of the signaller. The change in procedure which forms the subject of your letter under reply has, therefore, no bearing on this point, and there are consequently no grounds for the apprehensions you express as to the effect of that change on the accuracy of telegrams.

9. I may add, in conclusion, that the rule which forms the subject of this letter is under discussion between the Government of India, the Secretary of State, and the British Postal Telegraph Deparment, and that the result will be made known in due course. —I have, &c.,

ALBERT CAPPEL,

Offg. Director General of Telegraphs in India.

(True Copy)

FRED. G. TULLE,

Personal Asst. to the Director General of Telegraphs in India.

REUTER'S TELEGRAM COMPANY, LIMITED.

IMPORTANT NOTICE.

At the International Telegraph Conference held at St. Petersburg in June last, a Convention was adopted which contains several new regulations, especially applicable to messages destined for, or originating in, countries beyond Europe. These regulations come into operation on the 1st of January, 1876, but in order to give early notice to the public, this Company hastens to communicate the following principal points, and to explain their bearing on its services.

The maximum number of letters allowed to a single word is fixed at 10. All words exceeding this length will be charged as 2 words. The object of this rule is to prevent a practice which has sprung up of sending long polyglot words difficult to read, and still more difficult to transmit accurately.

Telegrams composed of secret letters or groups of figures will not be accepted at the ordinary rates. But although the wording of the article of the Convention concerning Code messages is rather vague, it is expected that a reasonable interpretation will be adopted by the various administrations and that occasional groups of figures merely representing prices or quantities will be allowed without restriction. The existing rule of counting a group of figures, not exceeding five, as a single word, is maintained.

Code telegrams composed of plain dictionary words, not exceeding ten letters, will be charged ordinary rates, and it is earnestly recommended to the public to adopt this system of code as the safest. Illegitimate words will render a message liable to be treated as in secret letter code and charged an extra rate.

The principle of the word rate, long since adopted by this Company, has been Internationally sanctioned. But though practically no new privilege to regular senders of telegrams, it will, on the other hand, enable this Company to expedite the telegrams entrusted to it for transmission.

The repetition of the whole or a portion of an unintelligible message (supposed to have been mutilated in transmission) can be obtained by the receiver upon application within twenty four hours after its delivery. The receiver will, however, be required to bear the cost of such repetition, should the telegram be repeated as originally received. The charges made for repetitions are returned when the telegraph has mutilated the words in the original telegram.

The cost will be refunded to the sender, upon certain conditions, in every case where a message has occupied a longer period than twelve days in transmission from any other cause than an interruption of telegraphic communication. This regulation only applies to telegrams for places in direct telegraphic communication with the sending station. No Cable Company or Administration will accept any liabili-

ty beyond the refund of the cost of the message for errors, delay, or non-delivery, from whatever cause arising.

By the Convention, the tariff for messages to India is increased to the extent of 10 shillings for 20 words, and a proportionate increase is contemplated on the lines beyond India. The Convention, however, contains no information on the latter point, and the issue of the tariffs of the various administrations must be awaited. This Company, however, does not intend to increase its present rates for the transmission of addresses when registered; any change of tariff will be limited to the actual cost of transmitting each word in a message, exclusive of the address.

The Convention sanctions the abbreviation of addresses, which are, however, charged for as part of a telegram. But whereas the Administrations will only register the names and addresses of the *receivers*, this Company, by its system of registering, *free of charge*, a single Code word to represent the full names and addresses of *both senders and receivers*, affords the public the advantage of sending messages in a complete form at a minimum charge.

The acknowledgment of the delivery of a message is provided for in the Convention by payment of the charge for ten additional words. This Company, however, has adopted a system whereby the safe receipt of telegrams can be acknowledged to the senders at the cost of *two* or *three* words.

Reviewing the regulations, this Company believes that the new Convention will enable it to extend its facilities for a cheap and expeditious telegraphic service. Moreover, constantly using the various telegraph lines for its own political and commercial news services, it is always in a position to select the quickest of different routes of communication. By its net-work of Agencies it is also able, during cable interruptions, to forward messages by every available channel, and generally to secure speedy transmission.

Arrangements can be made for the delivery of Circular messages to several receivers at a considerable reduction on the cost of separate telegrams.

Further particulars may be obtained on application at the Company's offices, or at the Agencies named on the annexed list.—By order,

FREDERICK J. GRIFFITHS, Secretary.

24, Old Jewry, London, September, 1875.

AGENCIES IN INDIA, CEYLON, THE STRAITS, CHINA, JAPAN, AUSTRALIA, NORTH AND SOUTH AMERICA.

INDIA.....	Bombay.
	Calcutta.
	Madras.
	Rangoon.
CEYLON.....	Colombo.
	Point de Galle.

THE STRAITS	Penang.
	Singapore.
	Batavia.
CHINA	Amoy.
	Foochow.
	Hongkong.
	Shanghai.
JAPAN	Hiogo.
	Nagasaki.
	Yokohama.
AUSTRALIA	Adelaide.
	Melbourne.
	Sydney.
NORTH AMERICA	New York.
SOUTH AMERICA	Bahia.
	Buenos Ayres.
	Lima.
	Monte Video.
	Para.
	Pernambuco.
	Santos.
	Valparaiso.

THE NEW RULES OF THE ST. PETERSBURG TELEGRAPH CONVENTION.

In continuation of its circular, issued in September last, the Company now begs to communicate to the public the following extracts from the regulations which have just been promulgated by the Telegraph Administrations, and which come into operation on the 1st January, 1876.

The maximum length of a word is fixed at *ten* letters.

All dictionary words of any language expressed in Roman characters, names of persons, countries, places, and things, commonly written and recognised according to the usage of the language as one word, will be accepted as one word, *if not containing more than ten letters;* an additional word will be charged for any excess over ten letters.

Initial and words joined by a hyphen, or separated by an apostrophe, will be charged for as so many separate words.

Names, such as Aix-la-Chapelle, New York, New South Wales, Van de Brande, Du Bois, De Lygne, if written separately will be charged for according to the number of words used to express them; they may, however, be written together as Aixlachapelle, Newyork, Newsouthwales, Vandebrande, Dubois, Delygne, and will then be charged as single words, *if not containing more than ten letters,* with an additional word for any excess over ten letters.

Abbreviated or wrongly spelt words, and combinations of letters,

not forming words in Dictionaries or Gazetteers, will not be accepted; but fob, cif, or cfi, will be counted as one word.

Figures will be accepted and charged at the rate of five figures or less as one word, if used to express amounts, quantities, statistics, commercial quotations, &c. If, however, the figures are used for code purposes, that is, to express what ought naturally to be expressed in words, the whole message in which such figures occur will be treated as a cipher message, and must be repeated at an additional cost. In case the meaning of the figures should be doubtful, the sender will be required to declare for what purpose they are employed, and the charge will be regulated accordingly.

With South American correspondence, *the insertion of any figures whatever in a Code message*, that is, in a message not in plain language, will make it liable to the charge for repetition.

Decimal points, commas, bars of division used in the formation of numbers will each be counted as figure.

The receiver of a message suspecting an error in transmission, may, on application within 24 hours after its delivery, have the whole or any part repeated on depositing the cost of a message demanding the repetition and a reply containing as many words as are required to be repeated

These charges will only be returned if the repetition asked for relates to a prepaid repeated message which is proved by the repetition to have suffered mutilation.

No responsibility is accepted for any delay or errors, nor for the non-delivery of telegrams from whatever cause arising.

The foregoing comprise the principal points of the new regulations.

As regards the tariff for telegrams on and after 1st January, 1876, a considerable increase is announced by the Telegraph Administrations. But this Company, in fulfilment of its pledge, has decided in no case to augment the charge now made for telegraphing the names and addresses of senders and receivers, when registered, in messages to and beyond Europe. The rate for each additional word will be the actual cost of transmission.

The Company registers, *free of charge*, the names and addresses of SENDERS AND RECEIVERS of messages in any part of the world where its system extends.

Every telegram transmitted through its agencies is delivered to the receiver with the name and address of the sender, and the date on which it was despatched; and to receivers in out-stations a copy is transmitted by post, as well as by telegraph from Bombay.—By order,

FREDERICK J. GRIFFITHS, Secretary.

24, Old Jewry, London, 1st January, 1876.

THE FOLLOWING IS THE REVISED SCALE.

Destination.	First word or Registered Indicator.	Each Additional Word.
United Kingom	Rs. 5 0	Rs. 2 8
Continent of Europe	,, 6 0	,, 2 8
America—		
Boston	,, 9 8	,, 4 4
New York	,, 9 8	,, 4 6
Philadelphia		
All other Places	,, 16 0	,, 4 12
Straits, Java, China & Japan, &c.—		
Penang	,, 4 8	,, 1 8
Singapore	,, 5 12	,, 2 0
Batavia	,, 6 4	,, 2 1
Hong-Kong	,, 9 0	,, 3 0
Shanghai	,, 11 12	,, 3 14
Nagasaki	,, 14 12	,, 4 14
Australia and New Zealand	,, 12 12	,, 4 4

For Yokohama, and other places in Japan, same rates as for Nagasaki, plus Rs. 5 for 20 words and under.

Secret Code Messages (*i.e.*, messages containing figures not representing merely amounts, quantities, statistics, and commercial quotations) will be charged double the foregoing rates for senders and receivers names, if registered, and an additional half rate for each extra word.

The reply to a message can be prepaid, the senders determining its length. The number, of words prepaid for the reply must be added thus—"Reply Prepaid (ten) words." *This instruction will count as two words only.* The sender of a telegram may obtain an acknowledgment by telegraph of its due delivery to the receiver. The charge for such acknowledgment is equal to the cost of 5 words.

TELEGRAPH DESPATCH AND INTELLIGENCE COMPANY, LIMITED.

IMPORTANT NOTICE.

At the International Telegraph Conference held at St. Petersburg in June last, a Convention was adopted which contains several new regulations, specially applicable to messages destined for, or originating in, countries beyond Europe. These regulations come into operation on the 1st of January, 1876, but in order to give early notice to the public, this Company hastens to communicate the following principal points, and to explain their bearing on its services.

The maximum number of letters allowed to a single word is fixed at 10. All words exceeding this length will be charged as 2 words. The object of this rule is to prevent a practice

which has sprung up of sending long polyglot words difficult to read, and still more difficult to transmit accurately.

Telegrams composed of secret-letters or groups of figures will not be accepted at the ordinary rates. But although the wording of the article of the Convention concerning Code messages is rather vague, it is expected that a reasonable interpretation will be adopted by the various administrations, and that occasional groups of figures merely representing prices or quantities will be allowed without restriction. The existing rule of counting a group of figures, not exceeding five, as a single word, is maintained.

Code telegrams composed of plain dictionary words, not exceeding ten letters, will be charged ordinary rates, and it is earnestly recommended to the public to adopt this system of code as the safest. Illegitimate words will render a message liable to be treated as in secret letter code and charged an extra rate.

The principle of the word rate, long since adopted by this Company, has been Internationally sanctioned. But though practically no new privilege to regular senders of telegrams, it will, on the other hand, enable this Company to expedite the telegrams entrusted to it for transmission.

The repetition of the whole or a portion of an unintelligible message (supposed to have been mutilated in transmission) can be obtained by the receiver upon application within twenty-four hours after its delivery. The receiver will, however, be required to bear the cost of such repetition, should the telegram be repeated as originally received. The charges made for repetitions are returned when the telegraph has mutilated the words in the original telegram.

The cost will be refunded to the sender, upon certain conditions, in every case where a message has occupied a longer period than twelve days in transmission from any other cause than an interruption of telegraphic communication. This regulation only applies to telegrams for places in direct telegraphic communication with the sending station. No Cable Company or Administration will accept any liability beyond the refund of the cost of the message for errors, delay, or non-delivery, from whatever cause arising.

By the Convention, the tariff for messages to India is increased to the extent of 10 shillings for 20 words, and a proportionate increase is contemplated on the lines beyond India. The Convention, however, contains no information on the latter point, and the issue of the tariffs of the various administrations must be awaited. This Company, however, does not intend to increase its present rates for the transmission of addresses when registered; any change of tariff will be limited to the actual cost of transmitting each word in a message, exclusive of the address.

The Convention sanctions the abbreviation of addresses, which are, however, charged for as part of a telegram. But

whereas the Administrations will only register the names and addresses of the *receivers*, this Company, by its system of registering, *free of charge*, a single code word to represent the full names and addresses of *both senders and receivers*, affords the public the advantage of sending messages in a complete form at a minimum charge.

The acknowledgment of the delivery of a message is provided for in the Convention by payment of the charge for ten additional words. This Company, however, has adopted a system whereby the safe receipt of telegrams can be acknowledged to the senders at the cost of *two* or *three* words.

Reviewing the regulations, this Company believes that the new Convention will enable it to extend its facilities for a cheap and expeditious telegraphic service. Moreover, constantly using the various telegraph lines it is always in a position to select the quickest of different routes of communication. By its net-work of agencies it is also able, during cable interruptions, to forward messages by every available channel, and generally to secure speedy transmission.

Arrangements can be made for the delivery of Circular messages to several receivers at a considerable reduction on the cost of separate telegrams.

Further particulars may be obtained on application at the Company's offices, or at the Agencies named on the annexed list.—By order,

FREDERICK J. BIRD, Secretary.

80, Cornhill, London, September, 1875.

AGENCIES IN INDIA, CEYLON, THE STRAITS, CHINA, JAPAN, AUSTRALIA, NORTH AND SOUTH AMERICA.

INDIA.....	Bombay.
	Calcutta.
	Madras.
	Rangoon.
CEYLON.....	Colombo.
	Point de Galle.
THE STRAITS	Penang.
	Singapore.
	Batavia.
CHINA	Amoy.
	Foochow.
	Hong-Kong.
	Shanghai.
JAPAN	Hiogo.
	Nagasaki.
	Yokohama.
AUSTRALIA	Adelaide.
	Melbourne.
	Sydney.
NORTH AMERICA.....	New York.

SOUTH AMERICA ..... Bahia.
Buenos Ayres.
Lima.
Monte Video.
Para.
Pernambuco.
Rio de Janeiro.
Santos.
Valparaiso.

EASTERN TELEGRAPH COMPANY, LIMITED.

GROUPS OF FIGURES IN CODE MESSAGES ON AND AFTER 1ST JANUARY, 1876.

It has been decided that figures will only be accepted in Code messages on the sender's declaration that they have not a secret meaning, otherwise they will subject the whole message to charge for repetition.

GEORGE B. STACEY, General Superintendent.

Bombay, 2nd November, 1875.

No. 1550.

BOMBAY, *4th January*, 1876.

From the ASSISTANT SUPERINTENDENT in Charge, Bombay Office, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—Under instructions from the Superintendent of Telegraphs, Bombay Division, I have the honour to forward for your information—

1. Tariff Pamphlet Memo. No. 9 of 1875, giving the principal changes in the Rules for Foreign Messages.
2. Rules and Rates for Foreign Messages from the 1st instant.

Kindly acknowledge receipt of the same.—I have, &c.,

CHAS. E. PITMAN,
Assistant Superintendent in Charge, Bombay Office.

GOVERNMENT TELEGRAPH DEPARTMENT.

TARIFF PAMPHLET MEMO. No. 9 OF 1875.

Dated Calcutta, the 11th of December, 1875.

FOREIGN RULES.

Revised under St. Petersburgh Convention.

The accompanying rules (Part IV. of the Tariff Pamphlet) are to be substituted for the corresponding portion of the pamphlet *on the morning of the 1st January*, 1876, and acted on from that date.

Revised Tariffs (to be brought into force from the same date) will follow.

The following are the principal changes requiring attention. The necessary corrections of the Traffic Code will be issued as soon as possible.

Rule 6.—If a private Foreign message contains one or more groups of figures, the meaning of which is clear to the station of origin, such figures do not make the message *cipher*, and it should be charged and classed as ordinary (X F P).

If a private Foreign message contains one or more groups of figures, the meaning of which is not clear to the station of origin, such figures do not make the message cipher if the sender signs the following certificate, in which case it should be charged and classed as ordinary (X F P).

"Certified that the figures in the annexed message have no secret meaning, but represent the prices or quantities they express."

If a private Foreign message contains one or more groups of figures, the meaning of which is not clear to the station of origin, and if the sender does not furnish the certificate referred to in the preceding para., such figures make the *whole* message cipher, and it should be so classed (X F P cy) and charged at a half rate extra for collation under Rule 22.

Code words are accepted as ordinary both in State and Private Foreign messages.

Cipher is not charged extra for collation in a *State* Foreign message unless the sender desires that it may be collated.

A Foreign message containing *letter* cipher cannot be sent.

Rule 9.—If the sender of a Foreign message does not wish to send the "name from," the last word of the body of the message takes its place and should be transferred to the space set apart for it in the heading of the Sent Form. The signature of the sender (not transmitted) must be written on the face of the message.

Rule 11.—In a Foreign message such instructions as "Postage prepaid," &c., are counted as one word if written in the prescribed abbreviated form.

Rule 16.—In case a Foreign message cannot be delivered, the usual advice of non delivery is not sent if the address is in Code, or abbreviated form.

Rule 21.—The sender of a Foreign message who desires to prepay the reply must state the number of words to which he wishes such reply to be limited. This information is transmitted and charged for. For example, "RP 20 words" would be charged for as 3 words.

Rule 25.—Only messages to *Europe* can be made "to follow" (*faire suivre*).

Rule 26.—The charge for copies of a multiple Foreign message is made according to the number of words in it, and not for the whole message regardless of its length.

Rule 28.—Instead of the minimum charge for a Foreign message being that for 10 words, any number of words, from one upwards, can be paid for at so much per word. The exceptions to this rule such as South America and the West Indies will be included in a special Tariff.

Rule 29.—Instead of 7 syllables being allowed to a word in a Foreign message, the length of a single word is fixed at 10 letters. For every 10 letters, or fraction of 10 letters in excess of the first 10, an additional word is charged for.

Rule 31.—In Foreign messages composed of ordinary language and cipher mixed, the ordinary language is counted as so many words and the cipher language as so many groups, instead of adding the whole together and dividing the number of letters and figures by 5. For example, "*Responsibility* 44½ *Aixlachapelle* 44½ *Dubois* 444, 55" would be counted as 5 words, plus 5 groups, or 10 chargeable units, and if no certificate were attached, the message would be classed X F P cy and charged at collation price.

Rule 32.—In Foreign messages the number given in the preamble need not be signalled. The name of the "Station to" must be given, and paid for by the sender.

Rule 35.—The facilities for obtaining repetition of a doubtful word or passage in a Foreign message are unchanged, but the charges made for obtaining the repetition are not returned even although the telegraph may have been in fault *unless the message of which repetition was required was a collated one, and in such case the Check Office, not the Office of Origin, makes the refund.*

J. H. LANE, Offg. Director of Traffic.

PART IV.

RULES FOR FOREIGN MESSAGES.

(*From 1st January*, 1876.)

GENERAL.

Rule 1.—Messages to Europe, Asia, or Africa are accepted subject to the regulations of the International Telegraph Convention for the time being in force. Messages to America are accepted subject to the same conditions as far as regards their transit to the European termini of the cables.

Foreign messages are accepted for transmission under these rules at all such Telegraph stations of the following Railway Companies at which *no Government Telegraph Office exists*:—

Great Indian Peninsula, East Indian, South Indian, Eastern Bengal, and the following stations of the Madras Railway:—

Arconum, Cuddapa, Gooty, Raichoor, Jolarapet, Palghat, Beypore, Coimbatore, Salem.

Rule 2.—The Government of India accepts no responsibility whatsoever in respect of foreign telegrams.

ACCEPTANCE OF MESSAGES.

Rule 3.—Foreign telegrams are classified as follows :—

(1*st*).—*State* messages ; those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of land or sea forces, and Diplomatic or Consular Agents of the contracting Governments ; also the replies to these messages.

Messages from Consular Agents who are engaged in commerce are not considered as State messages, except when they are addressed to a Government official and relate to the Government service.

(2*nd*).—*Service* messages ; those which emanate from the Telegraph Departments of the contracting States, and which relate either to the service of the International Telegraphs, or to objects of public interest determined upon by common accord by the said Departments.

Rule 4.—Messages may be sent in any one of the languages used in the territories of the States which are parties to the International Telegraph Convention, or in Latin.

Rule 5.—Messages in ordinary language must offer an intelligible sense in one of the above languages.

Rule 6.—The following are considered as secret messages :—

(1*st*).—Messages which contain passages of figures.

(2*nd*).—Messages which contain any series or groups of figures* of which the signification is not understood by the original sending station.

(3*rd*).—Messages containing passages written in words of preconcerted meaning (Code), incomprehensible to the offices in correspondence, or containing words not forming part of any of the languages mentioned in Rule 4.

Messages in secret language (cipher) are liable to an extra charge for collation (see Rule 22). State messages, and those in Code language, are exceptions to this rule.

Rule 7.—State and Service messages may be sent in secret language without any reservation.

Private messages in secret language may be exchanged with countries which admit that mode of correspondence.

Rule 8.—The text of private cipher messages may be either entirely in cipher, or partly in cipher and partly in ordinary language ; in the latter case, the cipher portions must be placed between parentheses ; the cipher text must be composed exclusively of Arabic figures.

Rule 9.—Messages must be legibly written in characters which have their equivalent in the official Code of telegraph signals, and which are in use in the country where the message is presented.

The body of the message must be preceded by the *Address*, which can be written in Code or abbreviated form ; but in such case the delivery of the telegram is contingent on a previous arrangement between the addressee and the local Telegraph Office.

* Groups of letters, not forming words, cannot be sent.

The signature can similarly be in Code or abbreviated form, or may be omitted. If inserted it should be placed after the body of the message. If not inserted, the last word of the message replaces it.

The sender of a private message can always be called upon to prove that the signature attached to it is genuine. He has, on his side, the power of including in his message the legalization of his signature.

Every interlineation, reference, erasure or addition of words must be authenticated by the sender of the message, or his representative.

Rule 10.—The address must contain all the information necessary to insure the delivery of the message at its destination. Such information should be written either in French or in the language of the country to which the message is addressed.

The address of private messages should always be such that delivery can be effected without difficulty or the necessity of making enquiries.

For large towns it should comprise the name of the street and the number of the house, or, in default of these particulars, the profession of the addressee, or some such information.

For small towns the name of the addressee ought, if possible, to be accompanied by information sufficient to guide the office of delivery in case of any alteration in the addressee's name.

The name of the country in which the residence of the addressee is situated is indispensable, unless it is a capital or important town, and even then if there are two places of importance of the same name in different countries. It is included in the number of words charged for.

Messages, the addresses of which do not contain these particulars are nevertheless transmitted, but *in all cases the sender must bear the consequences of insufficiency of address.*

The address of a message to be conveyed beyond the telegraph lines is written, as in the following example:—

M. Müller, Stiglitz, express (or post) Berlin.

the name of the terminal telegraph station being always written last.

The address of a message for a ship at sea should contain, in addition to the ordinary directions, the name or official number of the vessel and its nationality.

Rule 11.—The sender must write immediately *before* the address of his message any instructions he wishes to give relative to its delivery, acknowledgment, collation, prepaid reply, being caused "to follow," &c. Such instructions, if written in abbreviated form, as under, will be counted each as one word:—

Postage prepaid (poste payée)	PP.
Express charges prepaid (exprès payé)	XP.
Acknowledgment prepaid (accuser de reception)	CR.
Collation prepaid (telegramme collationné) ...	TC.
Reply prepaid (reponse payée)	RP.
To follow (faire suivre)	FS.

When such instructions are given in unabbreviated form, they should be written either in French or in the language of the country of destination. If that language be not understood in the office of origin, the sender is bound to annex a translation for its guidance.

Rule 12.—The sender can prescribe the route he wishes his message to follow by *writing* the same on the message form in the place provided for the purpose. The administrations are not bound to conform to *printed* instructions regarding the route.

When the sender prescribes the route to be followed, his wishes are complied with, unless the route indicated be interrupted, in which case no objection can be raised to the selection of an alternative route.

When no route is specified, the message is sent by the least expensive one.

Rule 13.—Any sender can, on proving his identity, stop, if in time, the transmission of his message.

When the sender withdraws or stops his message before transmission has been commenced, the charges are returned to him after deducting a fixed sum of 4 annas, the fee of the original sending station; but if transmission has commenced, the sender has a right to a refund only of the portion of the charge belonging to the distance not traversed.

If the message has been already transmitted, the sender's only means of cancelling it is by a *paid* (Service) telegram addressed to the terminal station.

The sender must pay also for a reply, if he desires to be informed by telegraph in what manner his request has been acted upon.

A station which receives a message, requesting the suppression of another message, previously received, informs the original sending station by post in what manner the request has been acted upon, unless the sender has prepaid a reply by telegraph.

DELIVERY OF MESSAGES.

Rule 14.—Messages may be addressed either to the place of residence of the Addressee, or *poste restante*, or *bureau restant* (to wait arrival).

Messages which have to be sent to their destination by post, or which are addressed *poste restante*, are immediately sent by the office of destination to the Post Office and treated as registered letters, without charge either to sender or addressee—(see Rule 36).

Rule 15.—A message taken to the place of residence of the addressee may be delivered either to the addressee, to the adult members of his family, to his employés, lodgers, or guests, or to the porter of the hotel or house in which he resides, unless the addressee has designated in writing a special person to receive it, or the sender has instructed that the message be delivered to the addressee only. This last demand, if made, should be mentioned in the address of the message, and is written on the envelope by the station of delivery.

When a message is addressed *bureau restant* (to wait arrival), it

is delivered only to the addressee himself, or to a person duly appointed by him.

Rule 16.—When the message cannot be delivered, the terminal station if it supposes that the address is insufficient or that it has been altered in transmission, intimates the fact by a *Service* telegram to the station of origin, which verifies the correctness of the address, and immediately rectifies any error. *If, however, the address be in Code, or abbreviated form, no advice of non-delivery is sent.*

Rule 17.—If, inconsequence of inaccuracy or insufficiency of address, or the absence or refusal of the addressee, the expenses of a special messenger are not paid on arrival, the costs incurred are specified in the advice of non-delivery or refusal, and are recoverable from the sender.

CONTROL.

Rule 18.—The Government of India reserves to itself the right of stopping any private message which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order or decency; and any intermediate Administration may stop the transmission of such a message on condition of immediately advising the Administration to which the original sending station belongs.

This control is exercised by the terminal or intermediate offices subject to recourse to the central Administration, which decides without appeal.

RECORDS.

Rule 19.—The originals and copies of messages, and the slips containing the signals or similar papers, are preserved for a period of eighteen months after date, with all necessary precautions to ensure their secrecy.

Rule 20.—The originals or copies of messages can only be communicated to the sender or to the addressee after proving his identity, or to the authorized attorney of either.

The sender and addressee, or the authorized attorney of either, have a right to be furnished with certified true copies of the messages sent or received by them. This right ceases after the expiration of 18 months from the date of the message, and is contingent on the exact date of the message to which the request refers being mentioned.

For every such copy, a fee of 4 annas per 100 words, or fraction of 100 words, is payable.

SPECIAL MESSAGES.

Rule 21.—The sender of a message can prepay the reply which he requests his correspondent to send. The amount deposited for the reply must not exceed three times the cost of the original message.

In this case he must write between the address and the body of the message and pay for the notice "reply paid (or *Reponse payée*, or R.P.)————words."

When a prepaid reply is requested, the station of delivery pays to the addressee the amount deposited for the reply, either in money, in telegraph stamps, or by an order for payment on the office, leaving it to the addressee to send his reply at any time, by any route, and to any address he chooses.

The reply, when tendered, is considered and treated as any other message.

If the original message cannot be delivered within six weeks, or if the receiver formally refuses the amount deposited for the reply, the station of delivery informs the sender of it by a telegram, which indicates the cause of non-delivery and *takes the place of the reply.*

Rule 22.—The sender of any message can, by writing the word "*Collationnée*" (or "T.C.") immediately before the address, ensure its being repeated. In this case the different offices concerned in its transmission collate it integrally (*i.e.*, it is repeated back from office to office to ensure its correctness). Collation is obligatory in the case of private *cipher* messages composed of figures.

The charge for collation is equal to half the charge for the message, any fraction of 2 annas being counted as 2 annas.

Rule 23.—The sender of a message can, by adding the words "acknowledgment paid" (or "*accuser reception*" or "C.R.") immediately before the address, ensure that a notice shall be telegraphed to him of the hour of its delivery.

If the message cannot be delivered, the terminal station intimates the fact, and the reason, by a *service* telegram. (See Rule 16.) The return message paid for by the sender is afterwards transmitted, either on delivery of the telegram, should that be found possible, or at the expiration of 24 hours in the contrary event.

The charge for an "acknowledgment" is that for a simple message of 10 words by the same route as that followed by the original message.

Rule 24.—The sender of a message can, by writing the words "To follow" (or "*Faire suivre*" or "F.S.") immediately before the address, ensure its following the addressee to different addressees, if necessary, *within the limits of Europe.*

When a message bears the notice "*Faire suivre*" or "To follow" the terminal station, after presenting it at the address given, transmits it immediately, if requisite, to any new address supplied at the residence of the addressee. If no new address is supplied, the message is kept in the office and its non-delivery reported (see rule 16). If the message is re-transmitted, and the second station cannot find the addressee, the message is retained by that station.

If the notice "*Faire suivre*" or "To follow" is accompanied by successive addressees, the message is successively transmitted to each, if necessary, and the last office treats it in accordance with the regulations of the preceding paragraph.

The charge for a message "To follow" to be levied from the

sender is simply the charge to the first terminal station, all the addresses entering into the number of words charged for. The supplementary charge is recovered from the addressee.

Rule 25.—Any person, by explaining the necessity, can request that messages which may arrive at a Telegraph Office to be delivered to him, within the radius of delivery of that office, be re-transmitted, in conformity with the conditions of the preceding paragraphs, to the address which he furnishes; this request must be made in writing.

Rule 26.—Telegraphic messages may be addressed :—

i.—to several persons in different places ;

ii.—to several persons in the same place ;

iii.—to the same person in different places, or at several residences in the same place.

In the two first cases, each copy of the message bears only its own address, unless the sender requests the contrary, in which case the request must be entered after the address, and will be charged for.

A message addressed to several persons, or to one person, in localities served by different offices, is charged for as so many separate messages.

A message addressed to several persons in the same locality, or to one person at several places of residence in the same locality (whether with or without transmission by post) is charged for as a single message ; but a copying fee of 4 annas per 10 words, plus 4 annas for the excess, is charged for each destination after the first.

Rule 27.—In applying the preceding rules, the facilities given to the public for prepayment of replies or acknowledgments, collation of messages, messages to follow, multiple messages, or messages for transmission beyond the limits of the telegraph lines, can be combined ; subject to the conditions of Rule 11.

Rule 28.—The minimum charge is :—

(*a*).—In ordinary messages for a single word not exceeding 10 letters, or for a group of figures not exceeding five.

(*b*).—In cipher messages, for a single group not exceeding 5 figures.

Rule 29.—All that the sender writes in his message to be transmitted is included in reckoning the cost, except as stated in para. 8 of Rule 30 and para. 2 of Rule 34.

The *translation* of instructions given in a language not understood at the office of origin (referred to in Rule 11) is not counted in the number of words charged for.

Words, numbers, or signs added by the office in the interest of the Service are not charged for.

Rule 30.—In *ordinary* messages the maximum length of a word is fixed at 10 letters ; every 10 letters (or fraction of 10 letters) in excess is counted as a word.

Words joined by a hyphen are counted as so many separate words.

Words separated by an apostrophe are counted as so many separate words.

Proper names of towns and persons, names of places, squares, streets, &c., titles, Christian names, particles and qualifications, are counted for the number of words (not exceeding 10 letters) employed by the sender to express them.

Combinations of words contrary to the usage of the language to which they belong are not admitted. If there be any real doubt it should be decided in favour of the sender.

Numbers expressed in figures are counted at the rate of five figures to a word, *plus* one word for any excess.

Every isolated character, whether letter or figure, is counted as a word. The same applies to an underline.

Signs of punctuation, hyphens, apostrophes, inverted commas, parentheses, fresh paragraphs, are not counted, but decimal points, commas and bars of division *used with figures* are each counted as a figure.

Letters added to figures to form ordinal numbers are each counted as a figure.

Examples.

Responsibility (14 letters)	2 words.
A-t-il	3 ,,
Aujourdhui (without apostrophe)	1 word.
Aix-la-chapelle	3 words.
Aixlachapelle (13 letters)	2 ,,
New York	2 ,,
Newyork	1 word.
Du Bois	2 words.
Dubois	1 word.
444½ (5 figures and signs)	1 ,,
444⅓ (6 ,, ,,)	2 words.
444,5 (5 ,, ,,)	1 word.
444,55 (6 ,, ,,)	2 words.
444 55 (2 groups)	2 ,,
10 francs 50 centimes or 10 fr. 50 c.	4 ,,
10 fr. 50	3 ,,
11 h. 30 m.	4 ,,
11,30	1 word.
44/2	1 ,,
44/	1 word.
2 per cent.	3 words.
2 °/o	1 word.
Hundertvierunddreissig (22 letters)	3 words.
E.	1 word.
E. M.	2 words.
Emvtch (letter cipher)	Inadmissible
Tmrlz (,, ,,)	

Rule 3.—In messages which contain cipher, the words in ordinary language or in code are counted according to paras. 1 to 5, and

groups of figures according to paras. 6 to 9 of the preceding rule. Repetition is obligatory for the whole message (unless State). See Rule 22.

Words in a language not admissible under Rule 4 *cannot be sent*.

Rule 32.—The name of the original sending station and the date, hour and minute (Madras time) of deposit at the messages are added *free*, and entered in the copy of the message delivered to the Addressee.

Rule 33.—Every rectifying or completing message, and generally every communication made to a Telegraph Office relative to a despatch already transmitted, or in course of transmission, is charged for, unless such communication shall have been necessitated by an error of the Service.

Rule 34.—The charge on a message is calculated according to the least expensive route from the starting point of the message to its destination, unless that route is interrupted or the sender selects another.

The indication of the route is transmitted in the *Official Instructions* and is not charged for.

Rule 35.—The addressee of any message can, *within* 24 *hours after the delivery of the telegram*, request the correction of passages which may appear to him to be doubtful. The same privilege is accorded to the sender within a limit of 72 *hours* following the despatch of the message. The following charges are collected:—

(*a*).—If from the sender—the price of a message and of the answer if one be demanded.

(*b*).—If from the receiver—1*st*, the price of the message for the demand ; 2*nd*, the price of a return message calculated according to the length of the passage to be repeated.

In the case of a *collated* message these charges are returned (on application being made to the Check Office, Calcutta, in the manner indicated in Rule 41) if the repetition shows that the mutilation of the sense of the message was made by the telegraph. No refund is given of the cost of messages thus rectified.

SPECIAL CHARGES.

Rule 36.—Every message which has to be transmitted to its destination by post, or deposited *poste restante*, is posted as a *registered* letter by the office of delivery, without extra charge either to the sender or addressee, except in the two following cases:—

(*a*).—Messages which have to be transmitted to destination by *sea* post, either in consequence of interruption to a sub-marine line, or by reason of being addressed to a country not connected with the International Telegraph system, are subject to a charge for postage of 12 annas, payable by the *sender*.*

* On messages from India addressed to places *out of India*, and which are to be posted from a seaport to destination, the sender also prepays a postage and registration fee of 12 annas.

(*b*).—Messages transmitted to an office situated near a frontier, to be delivered by post in the neighbouring territory, are posted as unpaid letters, and the postage is payable by the *addressee*

PAYMENT.

Rule 37.—The charges on messages are prepaid by the sender. The following are, however, exceptions, and are recovered from the receiver:—

1*st*.—The charge for messages sent from sea by Semaphore.

2*nd*.—The Supplementary charge for onward transmission of messages "*To follow*" (*Faire suivre*).

3*rd*.—The expense of transport beyond the telegraph lines by quicker means than the post in States where such Service is organised. (The sender of a message for which an *acknowledgment* has been prepaid can, however, prepay this transport by depositing a sum for the purpose, to be fixed by the station of origin subject to after adjustment. The *acknowledgment* mentions the amount expended.)

In every case where charges are to be made on arrival, the message is not delivered till payment of the amount due is received.

Rule 38.—Insufficient charges received in error, or charges not recovered through refusal of the addressee to defray them in full, or through his not being found at the address given, MUST BE MADE GOOD BY THE SENDER.

Excess charges made in error are returned, but the value of telegraph stamps attached to a message in excess of the correct charge by the sender, can only be recovered by application to the Check Office (see Rule 41).

FREE MESSAGES.

Rule 39.—Messages relating to the traffic requirements of the International Telegraph Service are transmitted free.

REFUNDS.

Rule 40.—The whole cost of any message which has suffered a serious delay in transmission, or which has not been delivered through the fault of the Telegraph Service, is refunded to the sender by the Administration which received it.

In case of delay, the claim for reimbursement is absolute if the message did not reach its destination sooner than it would have done by post, or if the delay exceeds 6 days.

No refund is given for *errors* in *uncollated* messages, but the whole cost of a *collated* message is returned to the sender, if, in consequence of errors in transmission, it has manifestly *failed to fulfil its object*.

In the case of interruption on a sub-marine line, the sender of any message has a right to a refund of the portion of the charge belonging to the distance not traversed, deduction being made, if necessary, of the expense incurred in sending the message by any other mode of transport.

These rules do not apply to messages which pass over the lines of a non-adhering Administration which would not on its side make similar refunds.

Rule 41.—Every claim for reimbursement of charges ought to be made to the CHECK OFFICE, GOVERNMENT TELEGRAPH DEPARTMENT, CALCUTTA, and be supported as follows: In case of *non-delivery*, by a written statement from the terminal station or addressee; in case of *mutilation* or *delay*, by the copy actually delivered to the addressee, and by a certificate stating that, in consequence of the errors complained of, the message *failed to fulfil its object*. The *particular errors* which led to this result should also be specifically mentioned. A complaint regarding a *received* message may, if the addressee chooses, be addressed to the CHECK OFFICE which, if possible, disposes of it, otherwise it is returned to be presented at the office of origin.

If the sender does not reside in the country where he deposited his message for transmission, he can have his claim forwarded to the original Administration through the medium of another Administration. In this case, if it becomes evident on investigation that the claim is well founded, the latter is deputed to make the refund.

When a claim to refund is admitted to be well founded by the Administration in fault, the refund is made to the sender by the CHECK OFFICE.

Complaints are not forwarded when the fault complained of does not give the sender a claim to refund, or has resulted from an omission or irregularity on his part.

Rule 42.—The charges on messages stopped in transit under operation of Rule 18 are returned to the sender.

Rule 43.—The refund rules apply only to the cost of the actual messages lost, delayed, or mutilated, and not to the cost of any further correspondence caused or rendered useless by such loss, delay, or mutilation, except in the case of the exception mentioned in Rule 33.

Rule 44.—Every claim should be made, under penalty of rejection, within *six months* of the date of the message.

PART V.

SPECIAL RULES REGARDING MESSAGES TO AMERICA, THE WEST INDIES, &c.

☞*Messages for America, the West Indies, &c., are accepted under the Rules given in Part IV., subject to the following exceptions.*

The unit of charges from London or Brest to *Cuba, the West Indies, &c.* (see Part VIII.), applies to a message of ten words, *each word* beyond ten is charged for separately.

The charge for postage on messages addressed to a non-telegraph station is eight annas.

The charge for delivery by express (man and horse) is Rs. 6-8 for every five miles or fraction of five miles. This charge must be prepaid by the sender.

Messages to Cuba must be written in plain ordinary language, code or cipher not being allowed by the Spanish Government.

Messages to places in Cuba other than Havana must be written in the Spanish language, otherwise they are forwarded entirely at the risk of the sender.

CONDITIONS ON WHICH MESSAGES ARE RECEIVED BY THE AMERICAN CABLE COMPANIES.

The Companies owning the cables to America will not incur or accept any liability whatsoever, either for the due transmission of telegrams to the cables, or for their safe delivery at their destination; nor will they accept any liability arising from delay or stoppage by reason of any accident to the cables or instruments, or from errors caused by indistinct handwriting; nor will they consent to be liable, under any circumstances, for any sum whatever, as damages or otherwise, for loss resulting from errors, mistakes, delays, mis-delivery or non-delivery or other causes in respect of any message entrusted to them, beyond the return in the case of collated messages, and, under certain circumstances, of the amount paid for transmission.

PART VI.

SPECIAL RULES RELATING TO MESSAGES SENT BY THE LINES OF THE BRAZILIAN TELEGRAPH COMPANY.

The Companies do not accept any responsibility with regard to the delivery of messages with incomplete addresses, but are willing to register at their offices in London and South America, the names and addresses of mercantile firms in such a way that this information can be expressed in two words.

EXAMPLE: "CHOSE, RIO."

This registration must be arranged personally, and not by letter, at the office of the town where the firm carries on business.

The Companies do not undertake to furnish addresses with any information on the subject of the date and hour of despatch of a message, or the name of the sending station, unless this information is paid for and included in the text of the message.

The rules for prepaid replies only differ from those of the Convention in that if a reply is not sent within eight days of the receipt of the message, the deposit is forfeited. In no case does the Company pay over in money to the addressee the cost of the reply.

8. The custom in force in Europe of delivering several copies of a message in the same town on payment of a trifling additional charge (multiple message) or of re-forwarding messages from one locality to another (messages *a faire suivre*) is not admitted on the South American Lines.

9. The St. Petersburgh Convention rules are applicable in their entirety to correspondence between India and the islands of Madeira and St. Vincent.

10. The Companies do not accept any responsibility for delays

resulting from interruption of their lines, nor for faults and omissions made outside the limits of their offices or lines, nor for errors or delays which occur in transmission, nor for non-delivery of messages arising from any cause whatever. The Companies will, however, be at all times ready to enquire into any complaints which may be addressed to them.

The unit of charges from Lisbon to Madeira, the Cape Verd Islands and South America (see part VIII.) applies to a message of 20 words. This charge is increased one-half for every 10 words or fraction of 10 words above 20.

APPENDIX C.

———:o:———

ADDRESS TO LORD NORTHBROOK.

On Saturday the 6th of November, 1875, His Excellency Lord Northbrook received, at Government House, Malabar Point, a deputation from the Chamber of Commerce. There were present :—Mr. J. A. Forbes, Chairman; Mr. G. F. Henry, Deputy Chairman; Mr. Robert Ewing, Mr. Ad. Prier deSaone, Mr. J. Y. Lang, and Mr. G. E. Noble, members of Committee; Mr. J. Gordon, Secretary. Mr. C. E. Benn, Mr. James Dixon, and Mr. Edward Walker, Mr. James M. Maclean and Mr. Charles Currey were also present.

Mr. Forbes read the Address, which was as follows:—

To His Excellency the Right Hon. LORD NORTHBROOK, G.M.S.I., Viceroy and Governor General of India.

MAY IT PLEASE YOUR LORDSHIP,—We the Members of the Bombay Chamber of Commerce desire to approach your Lordship with our sincere congratulations and a hearty welcome on the occasion of your Lordsihip's present visit to Bombay.

When your Lordship visited Bombay in November 1872, you did the Chamber of Commerce the honour to receive from it an Address in which were placed before your Lordship the views of the Chamber on certain questions of great importance to the commercial interests of this Presidency. Happily, the questions affecting the constitution of a Port Trust, and the construction of the Elphinstone Dock, have now been finally settled, and your Lordship was pleased to remove the export duty on wheat which has had the desired effect of inducing a large export trade in that article.

But the question which exceeded all others in importance not only to the mercantile interests of this Presidency, but to the general interests of the Empire—the extension of the line of Railway from Ahmedabad to Ajmere, by which the railway system connecting this Presidency with Northern India, would be completed, and a valuable country opened out,—is still, as it has been for the last ten years, apparently in the region of doubt and discussion. In replying

to the Chamber's Address in 1872, your Lordship was good enough to say that the Government of India was fully aware of the political and commercial importance of opening communication by railway between Upper India and the Bombay and Baroda Railway, and that it had lately ordered a survey to be made of the proposed line between Ajmere and Ahmedabad. With this expression of the views of the Government of India, and the favourable results of the survey which was instituted, we were hopeful that the construction of the line would have been begun without loss of time; but we now receive with extreme regret, a communication from the Government of India, dated so recently as the 2nd October last, giving no more definite a reply than that the project is still under consideration, that the Government of India is favourable to the construction of this line, and will submit it, with other projects recommended, for the approval of the Secretary of State for India.

We desire to refrain on the present occasion from wearying your Lordship with the reasons in detail, which have been so frequently reiterated, for the immediate commencement of this important line; but we beg most respectfully once more to point out that the delay amounts to a complete exclusion of the trade of Upper India from the chief Western Port, by the shortest and therefore the natural route, and that thereby a grievous injustice is being at the same time inflicted on the mercantile interests of this Presidency by the construction of the State Railways from Agra and Delhi to Jeypore and Ajmere, which are penetrating the northern districts of Rajpootana and are connected with the railway system extending to Calcutta. The large trade, which in former years existed between Bombay and those districts and Upper India, is consequently passing entirely, by circuitous and costly routes, to the other side of India, there being no railway communication on this side.

We desire, with great deference, to submit, for your Lordship's consideration, the great importance of this line, not only to the districts through which it will pass, but to the general interests of the country, compared with nearly all those lines to which the Government of India, in the Forecast of Expenditure on Railways in the next five years, has apparently decided to accord priority of construction.

All those projects would doubtless confer great benefits on their respective localities, but we would most respectfully request your Lordship's attention to para. 14 of Lord Dalhousie's celebrated Minute, dated 20th April 1853, in which his Lordship remarked that it was of essential importance that whatever capital might be made available for the construction of railways in India might not be frittered away on local and inconsiderable schemes, but might as far as possible be made to conduce to the establishment of those great lines by which the general interests of India would best be served. The system of railway communication for India, projected by Lord Dalhousie, has, with the single exception of the line from Ahmedabad to Ajmere, been completed. Until this line is made, the Bombay and Baroda Railway, which, as the great arterial line of communication between Bombay and Northern India by the shortest route, was projected to extend to Delhi, remains an incomplete and a local work; and the traffic of that populous and important portion of the Empire is shut out from the chief Port of Western India. Lord Dalhousie considered that a line from Bombay by Baroda to Agra or Delhi would, among other reasons, be calculated to "afford the greatest amount of general advantage." This opinion appears still to be entertained by the Government of India, as expressed by your Lordship in 1872, and we, therefore, and for the reasons above adverted to, humbly pray that your Lordship will be graciously pleased to sanction the immediate construction of the line from Ahmedabad to Ajmere.

Another subject of very great importance to the mercantile interests of this Presidency—the Transit and Town Duties which are levied by the Municipality of Bombay, and by nearly every Municipality in this Presidency, to the great injury of trade—has for some time been engaging the attention of the Chamber. After collecting a great deal of information, we find that, in opposition to the well-recognised principle that articles of commerce which have once paid an imperial customs duty should be subjected to no other local or inland duty, a widespread system of taxation has been introduced into the Municipalities in this Presidency standing in the way of the development of its commerce. The Town Duties levied by some Municipalities—at Ahmedabad, for instance, the duty on yarn is 6¼ per cent. *ad*

valorem—exceed the imperial customs duties which the articles have already borne. On the 26th October last, we submitted a representation on the whole subject to the Government of Bombay, and requested that it should also be forwarded to the Government of India for your Excellency's consideration. In Calcutta, under a more enlightened system, no Transit or Town Duties are permitted, and we believe that to the circumstance of their being levied in this Presidency, combined with the delay in the construction of the West Rajpootana Railway, is the serious depression, from which the trade of Western India has for some years been suffering, mainly attributable. All that we pray for in our representation is that the excellent principles and rules of Municipal taxation laid down by the Government of India, in its Resolution dated 14th November 1868, should be strictly adhered to; and we earnestly hope that your Lordship will take steps to put a stop to the present injurious system on the earliest opportunity, and to prevent any departure from those principles and rules, either by the Municipality of Bombay, or of any Town or District in this Presidency.

We desire also to avail ourselves of this opportunity of expressing to your Lordship the gratitude with which we in common with the community generally of the Presidency, received the Indian Tariff Act of 1875. The reductions and remissions of taxation conceded by it, while affording relief to trade, will stimulate agricultural production; and we regard the introduction of this enlightened measure as a new era in the commercial policy of the Government of India. We should have been glad if the state of the Revenues of India had enabled your Lordship to remit the duties on imported piece-goods and yarns, but the policy of the Government and the general scope of the measure have, we believe, with the exception of one item only, commended themselves to general approbation, as well calculated to promote the interests of the people of India. We regret, however, that a novel and an obnoxious tax, the duty of 5 per cent. on imported cotton, not the produce of Continental Asia or Ceylon, has been introduced into the new tariff. At a Meeting of the mercantile community held in the rooms of the Chamber of Commerce on the 11th September last, resolutions were passed that this duty was an unjust and impolitic restriction on the manufactures of

India, and it was considered that its imposition was uncalled for in the circumstances of the local manufactures, or of the trade in imported piece-goods and yarns, from the duty on which the revenue, which the Government of India desires to protect, is derived. A Memorial was accordingly transmitted through the Government of Bombay to the Government of India, and we hope that, on re-consideration, your Lordship will be pleased to grant the prayer thereof and repeal the duty.

With best wishes for your Lordship's health and prosperity, and with the assurance of our high respect,

In the name, and on behalf, of the Bombay Chamber of Commerce,

We have the honour to be, &c.,

J. A. FORBES, Chairman.
GEORGE F. HENRY, Deputy Chairman.
DONALD GRAHAM,
ROBERT EWING,
AD. PRIER DE SAONE,
JOHN Y. LANG,
G. E. NOBLE,
} Members of Committee.

J. GORDON, Secretary.

Chamber of Commerce, Bombay, 4th November, 1875.

His Excellency the Viceroy said—Gentlemen,—It always gives me great pleasure to receive a deputation from the Bombay Chamber of Commerce and to listen with attention to any representations which it may have to make to me, on behalf of the Chamber, with regard to the commercial interests affecting this side of India. I am glad that the Bombay Port Trust is, so far as I am able to judge, working satisfactorily, and that H. R. H. the Prince of Wales proposes to lay the first stone of the Elphinstone Dock during his forthcoming visit. In respect of the railway from Ahmedabad to Ajmere, the Chamber of Commerce is quite right as regards what I said upon the subject in 1872. I cannot, however, give any more definite reply upon this matter than has already been communicated to the Chamber of Commerce by the Government of India. The Chamber must be aware of the principle that at present regulates the expenditure upon what are termed extraordinary works. We find that

we can afford to spend a sum of about two millions a year for interest upon the money laid out upon rail roads and irrigation works, whether constructed by guaranteed companies or directly by the State That is to say, taking the interest upon the funds raised by the guaranteed railway companies, and the interest upon the money which the Government have borrowed for railway and irrigation works, and deducting from the two the net receipts from the works, a sum of about two millions a year remains as a charge upon the revenues of India. The policy we are now carrying out is to limit the annual expenditure to that sum, and if we were to spend more the revenues of India would not be sufficient to pay the excess, and we should have to impose fresh taxation upon the country. That we consider to be inadvisable, and therefore two millions per annum is the limit of charges which we can afford to incur. That is the principle upon which our Forecast has been prepared. This Forecast is made up for five years, but if any one will take the trouble to look into it, he will find that for the first year —take the current year as an example—the whole of the money is appropriated. Next year, as may be observed, there is a non-appropriated margin which would enable certain other railroads to be commenced in 1876-77. Among these railroads which are under consideration for commencement in 1876-77 is the railway between Ahmedabad and Ajmere. The Chamber is aware that in regard to the commencement of works of such importance as that railway the decision is arrived at by the Secretary of State for India in Council, and that the function of the Government of India is simply to recommend those lines which they consider ought to be carried out next. We shall make that recommendation in the course of the winter. As I said before, there is no doubt about the importance of the line from Ahmedabad to Ajmere, and there is no doubt it stands among those which are first to be constructed. The only point of doubt about this line is whether it will pay, with regard to which, I am sorry to say, I have not yet seen any satisfactory figures. We are now collecting further information upon the subject, and this we shall have to lay before the Secretary of State in Council along with the other considerations affecting the line. The principle laid down at home with respect to expenditure upon railways is that, unless a railroad will pay in-

terest on the money expended upon its construction, it will not be included amongst the extraordinary works; and therefore much depends upon the receipts likely to arise from this Ahmedabad and Ajmere line. There is this fact, however, in favour of the line, that the State Railway in Rajpootana has been paying very well this year—indeed, it is paying better than we expected. This is in favour of the prospects of the Ahmedabad and Ajmere line. The Chamber will see that under these circumstances it is impossible for me to give immediate orders for the construction of the line. All I can do is to assure the Chamber, as I did before, that we do not depreciate the value of the line, because, as the Chamber has observed, it would bring the produce of at all events a part of Northern India and the Punjab to Bombay instead of Calcutta. The Chamber seems to consider that the Agra and Ajmere line at present does more harm than good to Bombay. So it may, for the moment; but it is clear that, unless that line had been constructed, the probability of the route between Bombay and Agra being opened would have been very remote. I therefore do not look upon the Agra and Ajmere line as detrimental to Bombay; on the contrary, I think it will ultimately conduce to the interests of the port of Bombay.

The Chamber has made some remarks about municipal duties in the Bombay Presidency. That is a matter which rests with the Government of Bombay, and I have no doubt that His Excellency the Governor of Bombay will give every consideration to any representations that may be made by the Chamber of Commerce on the subject of these duties. The whole question of octroi duties is one of considerable difficulty and no little importance. Of course, if an octroi duty becomes a transit duty—that is, if it becomes a tax upon the trade that passes through the town—instead of upon articles consumed in the town it becomes objectionable and ought not to be allowed to remain. If, on the other hand, the octroi duty is simply a duty upon article consumed in the place where it is levied, I am satisfied that in many parts of India it is the best form of taxation for municipal and local purposes. The reason why these octroi duties are not levied in the Bengal Presidency is that there are very few large towns in Lower Bengal. The Bengal towns are more like

enormous villages than the towns either of the N. W. Provinces or the Bombay Presidency, so that without an extensive cordon, which would be very objectionable, it is impossible to levy an octroi duty in most of the towns of Bengal. In the N. W. Provinces, where a great deal of attention has been paid to the subject, I believe there is very little objection to octroi duties. Calculations have been made there of the average consumption by the people of different articles that pay octroi and the receipts from the duties levied upon these articles, and the result has been to show that the tax is mainly levied upon articles actually consumed within the towns. Every facility is at the same time given to relieve goods passing through towns from taxation by means of bonded warehouses and otherwise. In the Punjab the practice is much the same. I have no papers before me connected with the octroi duties of this Presidency; but I have no doubt that the considerations attended to elsewhere will also be attended to in this Presidency. I do not think I quite agree with the Chamber in saying that under no circumstances should an octroi duty be levied upon articles that have paid Customs duties. Our Customs tariff is very low, and many articles can undoubtedly afford to pay octroi; but the great principles to be borne in mind are that an octroi duty should be small and that it should never be allowed to operate as a transit duty. This octroi duty is connected with the general question of direct and indirect taxation. Of course theoretically it is better and cheaper to have direct taxation; but when we come to deal with human beings it has been recognised in almost all countries of the world that it is best to raise a part of the revenue from indirect duties. These considerations are probably of greater importance in India than in England, because here we have to deal with a people who are exceedingly averse to change, and especially to changes of taxation. If the octroi duty is low, carefully watched, and well administered, it is by no means an objectionable form of taxation for local purposes. These are the general views which I have formed from the information I have obtained regarding octroi duties in other parts of India than this Presidency.

With respect to the observations made by the Chamber of Commerce on the subject of the Tariff Act, I believe a

reply to the representations of the Chamber has already been or will very shortly be received, because before I left the seat of Government there had been several representations received by the Government of India upon the subject. One of them—that from the owners of cotton mills—went into more details than any of the others. An answer has been sent to that Association, and I believe that copies of the same answer, which is intended to be a full explanation of the Government of India's reasons for putting a tax of 5 per cent. upon long-staple cotton, will be forwarded to the Bombay Chamber of Commerce. The Tariff Act has now been sent to the Secretary of State in due course, to whom the representations of the Chamber of Commerce have also been forwarded. I may say this about the Tariff Act generally that I am very glad to find from what the Chamber says in its address, that the removal of the export duty from wheat has had the effect of increasing the wheat trade. I believe there can be little doubt that that part of the Indian tariff which was most injurious to trade was the export duties imposed upon articles of Indian production and manufacture, and, for my own part, I entertain a very sanguine expectation that the abolition of the export duties upon other sorts of grain, oil-seeds, &c., and the reduction of our export tariff to very narrow limits will have a very considerable effect in increasing trade of India. Now that we have the Suez Canal, the demands for new staples of Indian produce are constantly springing up on the Continent of Europe, and Indian raw material will find, I believe, a much larger market than hitherto. For my own part, I was exceedingly glad when I undertook the revision of the Tariff to find that the state of the finances and the generally favourable condition of trade made it likely that these export duties could be given up with but little danger of reducing the Customs' revenue now derived therefrom. Gentlemen, I am very glad as I have said before, to see you. I am especially glad that we have met upon this auspicious occasion, when the Prince of Wales is about to visit our shores. From what I have seen of Bombay, I am satisfied that the Prince will be delighted with the preparations which its citizens have made to welcome His Royal Highness.

The deputation then withdrew.

APPENDIX D.

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TOWN AND TRANSIT DUTIES LEVIED BY MUNICIPALITIES IN THE PRESIDENCY OF BOMBAY.

No. 1570 of 1876.

General Department,

Bombay Castle, 18*th May*, 1876.

From the Hon. E. W. Ravenscroft, C.S.I., Acting Chief Secretary to Government, to J. Gordon, Esq., Secretary, Bombay Chamber of Commerce.

Sir,—I am directed to acknowledge the receipt of your letter, dated 26th October, 1875, on the subject of the expediency of abolishing transit duties levied by the Municipalities in this Presidency, and of confirming the Municipal town duties in accordance with the principles of Municipal taxation defined by the Government of India in their Resolution dated 14th November, 1868.

2. In reply, I am directed to state that His Excellency the Governor in Council does not by any means deny the force of many of the representations made by the Chamber of Commerce, and concurs that transit duties are in their nature objectionable. But he cannot lose sight of the facts that it has been the policy of the Government in requiring Municipal bodies to provide for the local management of the towns, to give them much latitude in determining from what sources their funds should be obtained, and that the great majority of those bodies have a decided preference for octroi duties over house taxes and other forms of direct taxation.

3. It is no doubt almost impracticable to prevent octroi duties from assuming in some degree the nature of transit duties, but feeling that considerable freedom of choice must be left to the Municipalities, Government can but use its best efforts, in each case as it arises, to avert anything decidedly objectionable either in the imposition or the mode of collection of the Municipal taxes.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secretary to Govt.

No. 126 OF 1876.

BOMBAY CHAMBER of COMMERCE, *28th June*, 1876.

The CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1570, of the 18th ultimo, from which they regret to learn that whilst His Excellency in Council "concurs that transit duties are in their nature objectionable he cannot lose sight of the fact that the great majority of Municipal bodies have a decided preference for octroi duties over house taxes and other forms of direct taxation : further that it appears to His Excellency in Council that it is no doubt almost impracticable to prevent octroi duties from assuming in some degree the nature of transit duties, but feeling that considerable choice must be left to the Municipalities, Government can but use its best efforts in each case as it arises to avert anything decidedly objectionable either in the imposition or the mode of collection of the Municipal taxes."

I am directed respectfully to urge in reply to His Excellency's communication that all that the Chamber prayed for was that the rules prescribed for general adoption by the Government of India in section 25 of its Resolution of 14th November, 1868, should be adhered to ; and His Excellency in Council is doubtless aware that the Governor General in Council then requested that these rules might not be deviated from without the previous sanction of the Government of India. Transit duties are throughout that Resolution expressly condemned, and the Chamber ventures with great deference to doubt if it is competent for His Excellency in Council to approve of the imposition of transit duties, or of the adoption by Municipalities of rules which impose conditions and restrictions in the granting of refunds of town duties having the effect of converting these duties into transit duties. His Excellency in Council would doubtless disavow any intention that transit duties, openly levied as such, should form any part of the Municipal system of taxation in this Presidency, although no allusion is made to the instances pointed out by the Chamber of such duties being levied ; nor can the Chamber conceive anything more objectionable or more demanding immediate redress than

the impracticable conditions and restrictions interposed in the granting of refunds of town duties which make these duties transit duties under another name.

Even if His Excellency felt any difficulty, on financial grounds, of restricting the imposition of town duties, in accordance with the Resolution of the Government of India aforesaid, no difficulty need have been apprehended in abolishing all transit duties levied by the Municipalities in this Presidency, and in so altering the rules under which refunds of town duties paid are granted as to divest these duties of the character of transit duties. For the loss of revenue which the various Municipalities would sustain from the abolition of these duties would be small and easily replaced from other sources, while the natural course of transit trade would be relieved of the vexatious interference to which it is now subjected. Transit duties, in their naked form, are levied in this Presidency, so far as the Chamber is aware, only in Kurrachee, Broach, and Surat ; and the duty imposed in the last-named town, being on spirits manufactured at the Government Distillery, is of a less objectionable character. In the numerous instances, submitted by the Chamber with its letter of 26th October last, showing the restrictions interposed in the granting of refunds, no case was adduced in which, as His Excellency in Council supposed, it would be almost impracticable to prevent town duties from assuming the nature of transit duties ; and such cases, the Chamber believes, very rarely occur. But it was shown that, in nearly every Municipality in the mofussil, the town duties levied are converted into transit duties by the stringent and illiberal nature of the rules under which refunds are granted. By section 14 of the Mofussil Municipal Bill No. 8 of 1873 it is enacted that all rules shall be approved, altered, or rescinded by the Governor in Council ; and the Chamber respectfully submits that these rules should, wherever their effect is practically to convert town into transit duties, be altered or rescinded, so as not to interfere with the general course of trade.

It is no doubt perfectly true that town and transit duties, and particularly the latter, are prefered by Municipalities, in every country where such bodies exist, to house taxes and other forms of direct taxation. The Chamber, in its representation to Government on the subject of Municipal taxa-

tion, has, on several occasions, dwelt upon this well-known fact, and the Government of India in para. 14 of its Resolution of the 14th November, 1868, thus refers to it :—"No "imposts are so generally popular among the more influential "classes in towns. They yield large revenues, they provide "the means for carrying out many local improvements, and, "in so far as they are really transit duties, they enable the "towns-people to make others bear the burden of taxation "which should properly fall upon themselves." It is, moreover, from these classes, who generally are owners of house property, that the Municipalities of the towns and districts of this Presidency are formed. Now, section 21 of the Mofussil Municipal Bill aforesaid empowers every Municipality to impose any tax, tall, or other impost, the approval of the Governor in Council being all that is requisite. Municipalities so constituted, and vested with such powers, will naturally avail themselves of every opportunity to levy duties on articles of commerce passing through their respective limits, by which means they excape from the burdens which they should bear themselves; and the Chamber respectfully urges that it is, therefore, the more incumbent on the Government to watch with a jealous eye the nature of the taxes imposed by these Municipalities, and to prohibit all such as weigh heavily upon any article, or which in practical operation are transit dues under another name.

The Chamber had hoped that the letter of the Government of Bombay, No. 1968 of the 2nd July, 1875, to the Government of India, might have been accepted as an earnest of the intention of Government to prohibit the imposition of transit duties, and to alter or rescind all rules, with respect to the granting of refunds of town duties, under which conditions and restrictions are imposed which have the effect of converting these duties into transit duties. In that letter the Bombay Government stated that it desired to see the system on which the Municipal dues were levied in Bombay divested of anything that could give them the character of transit duties; and the views, which His Excellency in Council then held with respect to Bombay, were doubtless intended, it was supposed, to be equally applicable to every Municipality in the Presidency. That these expectations should have been so completely disappointed, without, moreover, anything having in the meantime occurred

to induce His Excellency in Council to change his opinion is a matter of extreme regret not only to this Chamber, but to all who are interested in the mercantile prosperity of the Presidency.

With regard to that portion of the Resolution of the Government of India aforesaid which confines Municipal town duties to a few articles of local consumption, such as ghee, firewood, fruit, vegetables, fowls, eggs, and animals for slaughter, and which exempts from Municipal taxation articles liable to customs duty and imported into India by sea, the Chamber is aware that these rules cannot be adopted without considerable loss of revenue to some of the Municipalities, which would doubtless necessitate the loss being made good from other sources. I am, however, desired to impress upon His Excellency in Council the great importance, in the general and mercantile interests of the country, of articles of commerce being relieved from Municipal imposts, particularly those articles which have been imported into India, and have already borne an imperial customs duty. If such articles cannot be altogether freed from Municipal taxation, the duties should, in the interests of the Municipalities themselves, be reduced to very low, moderate rates.

In conclusion, I am directed respectfully to ask that His Excellency in Council will be graciously pleased to reconsider the Chamber's representations on the subject of these Municipal duties, and to favour the Chamber, at an early date, with information as to the action which His Excellency in Council may be pleased to take in respect to them.—I have, &c.,

J. GORDON, Secretary.

APPENDIX E.

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GENERAL MANIFESTS IN WHICH AGENTS OF VESSELS ARE ENTERED AS CONSIGNEES OF THE ENTIRE CARGO.

No. 271 of 1875.

Bombay Chamber of Commerce, 14*th December*, 1875.

The Chief Secretary to Government, Bombay.

Sir,—With reference to the correspondence ending with your letter No. 4483, dated 21st August, 1874, in which you state that His Excellency the Governor in Council is unable to authorize the Commissioner of Customs to continue the practice of accepting the General Manifest in which the Agents of steamers are entered as the consignees of the entire cargo, I am directed to inform you that the question has had the further consideration of the Chamber of Commerce.

The Chamber is of opinion that the present system of accepting the General Manifest could not be stopped without seriously inconveniencing the trade of the port. The Act does not appear to the Chamber to require that the name of the consignee of cargo should be stated in the Manifest, but as His Excellency in Council thinks otherwise, the Chamber considers that the difficulty would be overcome by the owners of steamers, which require despatch, leaving a responsible Agent at the port. It would be no hardship on steamship-owners to give a responsible Agent, and the hardship on consignees would thereby be removed.

The Chamber sees no direct remedy but in an alteration of the Act, and in the meantime it desires to press upon His Excellency in Council the necessity of authorizing the Commissioner of Customs to continue to act as at present but to guard himself by taking a guarantee from the Agents of the vessel for any just claim that may arise.—I have, &c.,

J. GORDON, Secretary.

No. 7347 OF 1875.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 31*st December*, 1875.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 14th instant, and, in reply, to state, for the information of the Chamber of Commerce, that it appears, from a communication received from the Commissioner of Customs and Opium, that the practice of accepting the General Manifest, in which the Agents of Canal steamers are entered as consignees of all goods, which the Chamber say cannot be stopped without serious inconvenience to the trade, has actually been discontinued for nearly a year, and section 33 of Act VI. of 1863, which requires the commander of a vessel to put in a correct copy of a Manifest giving the name of a consignee for each consignment or showing the goods as consigned to order, has been enforced.

2. His Excellency in Council, therefore, desires me to state that unless the Chamber can show from specific instances that inconvenience has been caused to the trade by carrying out the provisions of the law, Government are not disposed to move further in the matter.

3. The remedy proposed by the Chamber in para. 2 of your letter under acknowledgment is one which Government are of course powerless to carry out, but to bring about which the Chamber, I am to add, might themselves, if they think fit, exercise their own influence.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secretary to Govt.

BOMBAY, 9*th December*, 1875.

JOHN GORDON, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—We will be glad if you will call the attention of your Committee to the injustice done to shippers and consignees of goods, by the way in which some steamers have recently discharged their cargoes and left the port in ballast before it was possible to ascertain if any claims existed.

The s.s. *Strathclyde* arrived here with a general cargo from London on 14th ultimo, and sailed for Calcutta in ballast on 20th idem. As her cargo was discharged into large barges, and much of it was not actually landed until after the steamer had gone, it was clearly impossible to send in claims for short delivery in time to be passed by the captain. Among other lots we had a Bill of Lading for three cases belonging to a native constituent. On arrival of the steamer he passed his entry at the Custom House, and applied to Messrs. Cooper and Co. for his goods. One case was delivered promptly, a second after ten days' delay, and the third is now reported short landed. A claim sent in to the Agents of the steamer merely elicit the usual reply that the ship has sailed, and they have no funds belonging to her in hand. Before the steamer cleared she gave the usual guarantee at the Custom House that duty would be paid on all goods in the Manifest. In this case the owner of the goods paid duty when he passed the entries, so he now looses both his goods and the money paid for duty.

Under the old system of landing goods in the consignee's boats such a case could not have occurred. When it was found necessary to change the system in order to meet the altered conditions of trade as carried by steamers, it surely never was contemplated that such cases of injustice could occur.

We hear that there are a number of similar complaints against the *Strathclyde*.—We are, &c.,

RITCHIE, STEUART & Co.

BOMBAY, 14*th December*, 1875.

JOHN GORDON, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—With reference to our letter of the 7th instant, a similar case has since occurred: the steamer *Parsee* having left the port, and we find a large quantity of Swedish Bar belonging to us short delivered.—We are, &c.,

p.p. RITCHIE, STEUART & Co.
M. MOWAT.

THE LONDON, ASIATIC, AND AMERICAN COMPANY, LIMITED.

BOMBAY, *14th December*, 1875.

JOHN GORDON, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—We beg to call your attention to the hardship and unfairness to importers arising out of the present loose system of landing goods by Canal steamers, &c.

The *Strathclyde* arrived in harbour on the 14th ultimo, and sailed in ballast on 20th same, having discharged her cargo into lighters before that date. We were the importers of 34 cases of goods, marked H E F (in diamond), for a constituent who duly entered and paid duty on the goods; on the second instant after considerable search it was ascertained that 2 out of the 34 cases were missing, and on sending in a claim to the Agents, we were informed that the vessel had sailed, that they had no funds in hand, and could not, therefore, pay the claim; but that they would write home and enquire about the missing property in London! We do not blame the Agents; but we wish to point out that a system is growing up in this port, which leaves consignees of goods completely at the mercy of Ship-owners and their Agents, and which perhaps, with the assistance of the Chamber, and the co-operation of the merchants themselves, may be prevented. No doubt the Committee will be able to suggest means for the better protection of importers, for it seems to us that existing arrangements are not just or creditable to any port.—We remain, &c.,

CHARLES E. BENN, Joint Manager.

No. 273 OF 1875.

BOMBAY, *16th December*, 1875.

Messrs. RITCHIE, STEUART AND CO.

DEAR SIRS,—I have laid your letters of the 9th and 14th instant before the Committee of the Chamber, who direct me to inform you that they do not see that any plan would be unanimously agreed upon by the mercantile community which would meet such cases, but they have circulated your

letters among the members of the Chamber, and recommended that consignees of cargo should, whenever in the smallest doubt as to their cargo being delivered safe and in good condition, require a guarantee from the captain before leaving that he has authorized a responsible Agent to settle any just claim for damage or short delivery.—I remain, &c.,

J. GORDON, Secretary.

C. E. BENN, Esq., Joint Manager.

A similar letter was also addressed to the London, Asiatic, and American Company.

APPENDIX F.

———:o:———

BANK HOLIDAYS.

CASE.

All the principal Banks in Bombay have been, for many year past, in the habit of closing their doors not only on Christmas day and Good Friday—holidays which are established by ancient custom and English law,—but also on many other days which are observed more or less strictly as holidays by various sections of the community in Bombay.

The following statement of the days upon which the Banks were closed in the year 1874 will, it is believed, apply with equal correctness to the preceding thirty years.

In 1874 the Banks were closed on—

New Year's Day	January 1st.	Pateti Holiday	Sept. 22nd.
Holi Holiday	March 2nd.	Dassera do.	October 20th.
Good Friday	April 3rd.	Dewali do.	November 9th.
Easter Holiday	April 6th.	Do. do.	Nov. 10th.
Do. do.	April 7th.	Do. do.	Nov. 11th.
Queen's Birthday	May 24th.	Christmas do.	Dec. 25th.
Cocoanut Holiday.	August 27th.	Do. do.	Dec. 29th.
Pateti do.	Sept. 19th.	Do. do.	Dec. 30th.
Do. do.	Sept. 20th.	Do. do.	Dec. 31st.

The rule adopted by the Banks appears to be that their doors shall be closed upon most of the holidays recognized by the Government of Bombay, or whenever the public offices are authorized by Government to close, although by an arrangement made among the Banks they sometimes do not close on the very days authorized by Government if those days happen to be inconvenient.

The authority by Government for the closing of public offices upon the Easter and Christmas holidays is granted

by a simple notification in the *Government Gazette,* and is generally in these terms :—

> " His Excellency the Governor in Council is pleased to authorize all public offices being closed from the 24th instant to the 2nd J anuary, 1875, both days inclusive."
>
> " 2. Heads of offices will arrange for the despatch of any emergent business that may occur during the vacation."

As regards Hindoo, Mahomedan, and Parsee holidays, no special notifications are usually published by Government, but towards the end of each year a list of holidays is published in the *Government Gazette* under a heading in these terms :—

> " The following are the Hindoo, Mahomedan, Parsee, and Jewish Holidays recognized by Government for the ensuing year."

As regards the celebration of Her Majesty the Queen's birthday Government publish a notification in the following form :—

> " H. E. the Governor in Council is pleased to *direct* that the birthday of Her Majesty the Queen be kept on Saturday, the 30th instant, and that all public offices *and institutions* be closed on that day."

Counsel will observe in this last notification the word " institutions," but it is presumed that that word is governed by the preceding word " public," and that it is not intended to comprise any other than *public* institutions.

As the Banks in Bombay do not fall within the definition either of " public offices" or of " public institutions," the inference would appear to be that they are not in any way affected by the Government notifications above referred to, and consequently that the closing of their establishments is merely a matter of arrangement among themselves.

But that arrangement has been uniformly carried out for so many years, that doubtless some of the Banks have come to regard it as having something, if not all, of the force of a customary law.

The practice has been for the Banks to advertise in the

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daily newspapers a short time beforehand, the fact that they intend to close on certain days, and the practice is presumably useful in enabling customers who read the advertisement to make necessary provision against the Banks being closed.

It is not deemed necessary for the purpose of submitting the present case to counsel, to enter into details of the temporary, but often serious, inconvenience sustained principally by the mercantile community in Bombay when all the Banks are closed for a period of from four to five days at one time.

There is, however, one incident or practice which is connected with the closing of the Banks, and of which mention must be made, because counsel's opinion is requested later on the legality of that practice.

If a Bill of Exchange happen to fall due upon any day, or upon any of the consecutive days, during which the Banks are closed, the same is presented for payment upon the day *before* the holiday, or the first of the holidays, and if payment is declined upon the ground that the bill has not matured, a right is claimed by the holders, the Banks, to protest the same for non-payment.

The only ground, so far as is known, upon which the Banks under the circumstances above stated claim a right to present bills for payment before the day upon which they have fallen due is that of custom. The practice has on more than one occasion been objected to and protested against. It seems apparent that such a practice might lead to very grave and unpleasant consequences. For if the Banks have power at any time, acting under mutual arrangement, to close their doors—and it seems to us that they must either claim to have that right, or else admit that have no right to close on Hindoo and Parsee holidays,—then they have it in their power to create a dead-lock in the affairs of the mercantile community of Bombay.

It is apprehended that the Banks in Bombay could not establish or set up a "custom" (whether particular or otherwise) sufficient to warrant them in closing their doors against their customers on any of the days before-mentioned (excepting Christmas day and Good Friday); such a custom could certainly not be shown to be immemorial, perhaps

not even reasonable; it could not be shown to be either compulsory or certain, and it would, it is submitted, be inconsistent with well-established law.

But supposing for a moment that the Banks could establish a legal custom, or any other ground sufficient to enable them to close upon all the holidays above enumerated, it is presumed that it would by no means follow that they were entitled to present to the acceptors bills, and to demand payment thereof, whether with or without rebate of interest, before the day on which payment is due. The practice on the occasions referred to, it may be here stated, is not only to demand payment of the bills, but to demand payment of them without making any allowance or rebate of interest.

As regards some of the Banks, however, their practice in presenting bills before due date on account of holidays is, if the acceptors insist upon the bills being presented upon the due date, to present them accordingly. But even then the acceptors are probably put to inconvenience. For supposing a bill to have fallen due on the last day of the recent Pateti holidays, on which occasion the Banks were closed from Saturday the 18th of September to Tuesday the 21st idem, both days inclusive. If the acceptor declined to pay the bill on its being presented on Friday the 17th September, he would have had to be prepared with funds in order to meet it on Tuesday the 21st. But in the interim all the Banks being closed, he would, in all likelihood, have been obliged to draw the amount necessary to meet the bill due on the 21st September, and hold the money ready for four or five days in his office.

So that the acceptor in a case of this kind is bound to have his money ready some days before that on which he is by law required to pay the same; is obliged to incur the risk of holding the money in his own coffers, where its security would presumably be less than if deposited in the Banks; and, in fact, he finds himself really in no better a position than if he had complied with the request to pay the bill four or five days before its due date.

It is not desired to apply the foregoing remarks to the holidays on Christmas day and Good Friday. Those are single holidays, and the practice or usage of presenting bills

which fall due on either of those days upon the day immediately preceding them may, we presume, be taken as well ascertained, and as recognized by nearly the whole mercantile world. But to extend that privilege, which must be regarded as the privilege of the *holders* of bills, and which had its origin in days when the precision and celerity used in mercantile matters were necessarily much less than they are now, would, it is thought, be both impolitic and prejudicial.

Upon these points the English Legislature has marked its sense by the provisions introduced into the Bank Holidays Act of 1871 (34 Vic. C. 17).

Counsel will remember that it is enacted by section 1 of that Act that all Bills of Exchange and Promissory Notes which are due and payable on any of the Bank holidays (as regards England, four in number) appointed by that Act shall be payable, and, in case of non-payment, may be noted and presented on the "*next following day, and not on such Bank holiday,*" and for all purposes of that Act, the day *next following* a Bank holiday is to mean the next following day on which a Bill of Exchange may be lawfully noted and protested.

Section 3 of the same Act provides that no person shall be compellable to make any payment, or to do any act upon such Bank holidays, which he would not be compellable to do, or make on Christmas day or Good Friday, and the obligation to make such payment and do such act shall apply to the day *following* such Bank holiday.

And section 4 provides that it shall be lawful for Her Majesty, by Proclamation in the manner in which solemn fasts or days of thanksgiving may be appointed, to appoint a special day to be observed as a Bank holiday either throughout the United Kingdom or in any part thereof, and such day as regards bills and promissory notes is to be deemed to be as a Bank holiday under that Act.

From the section last noticed it is perhaps to be inferred that, prior to the passing of the Act, Her Majesty had no power by her Royal Proclamation to appoint a Bank holiday.

With the exception of the New Bank of Bombay (which,

we believe, is registered under the Indian Companies Act of 1866) and the Bank of Bengal, all the principal Banks in Bombay have either received Charters from Her Majesty or have been incorporated in England.

Counsel is requested to be good enough to advise the Bombay Chamber of Commerce—

1. Whether the close holidays observed by the Banks in Bombay on all or any of the days hereinbefore mentioned (except Good Friday and Christmas Day) are authorised by law or by custom or otherwise, and whether the same are or are not illegal ?

Counsels' opinion.

1. The answer to this query, as indeed to all the queries proposed to us, depends on whether there is or is not in Bombay an established custom, forming part of the mercantile law of the place, by which the Banks are entitled to close on all or some of these days. If there is such a custom, it is *legal* for the Banks to close on those days to which it applies; if there is no such custom, it is illegal for the Banks to do so, in the sense of the term which we mention hereafter.

We do not think there is any impossibility in the way of a custom coming into existence, it need not to be immemorial, nor do we think that, if its existence were proved in evidence, it would be held to be UNREASONABLE. Indeed, such a custom as to Good Friday seems to be admitted. Whether such a custom exists or not is, in our opinion, purely a question of evidence. But so far as we can form an opinion without the evidence on either side being laid before us, we do not think that such a custom exists. The language employed in the correspondence laid before us does not seem compatible with its existence.

Moreover, when we consider that Christmas day appears to be the only day to which in England such a custom applies, apart from Statute Law; that Good Friday was added by 40 Geo. 3, c. 42, days of fast and thanksgiving by 7 and 8 Geo. 4,

c. 15, and the other Bank holidays now observed by 34 Vic., c. 17, we think it most improbable that so extensive a custom should have grown up in Bombay. The burthen of proving such a custom would be upon the Banks.

We must limit what has been said above; in one respect we think it possible that a custom to close the Banks on days of *fast or thanksgiving* may have grown up in Bombay in the analogy of 7 and 8 Geo. 4, c. 15, as one appears to have done with respect to Good Friday on the analogy of 40 Geo. 3, c. 42, and *possibly* such a custom might extend to DAYS APPOINTED AS UNIVERSAL PUBLIC HOLIDAYS, and not merely for the closing of Government offices.

Lastly, we cannot concieve a custom for the Banks to close on days fixed by themselves, and varying from the holidays appointed by Government to exist, or if existing to be reasonable.

2. If the close holidays observed by the Banks are illegal, what is the test of illegality? Does such test consist in the absence of legal enactments, or in the nature of the relations of the Banks with their customers? In other words, have the Banks power to close their doors if they choose to incur the risk of being held legally responsible to their customers, for breach of contract or for damage or loss sustained by them?

2. We speak of the action of the Banks as "illegal," not in the sense of its rendering them liable to any penal consequences, but in that of its being no excuse for any breach of contract which the Banks may commit in the course of such action.

3. If the close holidays observed by the Banks are illegal, in what manner could they be legalised as regards all or any of the Banks? Does the authority lie in the Legislature of the Government of India, or of the

3. We think that an Act, either of the Legislative Council of India or of that of Bombay, is required to legalise such holdings, *if there be no custom authorising them.* The preferable course would be to obtain an

Bombay Government, or would a Proclamation or Notification of either the Government of India or of the Bombay Government *be sufficient to legalise such holidays?*

Act of the Legislative Council of India on the subject.

We do not think a Proclamation of either the Government of India or of that of Bombay would be sufficient to legalise such holidays unless there be a custom already in existence to observe the holidays mentioned in such a Proclamation.

4. Is a Notification of the Government of Bombay worded as under, any, and if any, what authority to the Banks in Bombay to close? "In Bombay the "whole week * * * is to be ob- "served as a public holiday, all "courts and Government offices "being closed."

4. We have practically answered this query towards the end of query 1. We think it not impossible, nor perhaps improbable, that a custom to close the Banks on a day appointed as a Universal Public Holiday may exist, but the proof of the custom would rest with the Banks.

5. Is the practice pursued by the Banks of presenting bills which fall due upon or during any holiday or holidays for payment on the day preceding the holiday or the first of several holidays legal or otherwise? Are the Banks or any of them entitled to claim payment of bills before the due date, and if so, are they then bound to allow rebate for interest? Can the Banks set up a custom to justify either of the practices above mentioned?

5. If a custom for the Banks to observe these holidays be established, we think it probable that the custom would entitle the Banks to present their bills and claim payment of them, without discount or rebate on the day preceding such holidays. Such was the English law as to all such holidays whether fixed by Common Law or by Statute prior to the 34 Vic., c. 17, which has enacted a different rule as to the holidays therein appointed.

In the absence of such a custom, this practice of the Banks is quite unjustifiable; they have no right to present or claim payment of a bill before its due date, whether they allow rebate or not on prepayment.

6. In the event of a bill being noted for non-payment on the day preceding any holiday or holidays upon or during which the bill falls due, can the drawer or acceptor be compelled to pay the notarial charges?

6. Unless there exist a custom entitling the holder of the bill to require payment of it on the day preceding the holiday, he cannot compel the drawer or acceptor to pay the notarial charges for protesting the bill upon failure of such payment.

7. In case a bill were noted for non-payment in the manner above stated, would the drawer and acceptor or either of them have a claim for damages against the holder of the bill for having noted the bill without due cause?

7. In the absence of such a custom as abovementioned, we think that the drawer or acceptor would be entitled to recover from the person protesting the bill for non-payment on a day preceding its due date such damages as he might incur by reason of such protest. But in the absence of proof of special damage, only nominal damages could be recovered in such an action.

ANDREW R. SCOBLE.
F. L. LATHAM.

13th December, 1875.

POSTSCRIPT.

The case, as above stated, has been approved by all the members of the Committee of the Chamber of Commerce to whom it was submitted with the exception of one member, *a banker*, who has written a minute on the subject.

By the desire of the Committee of the Chamber of Commerce, a copy of this minute is herewith annexed for the information of counsel.

Copy of some correspondence relating to the subject matter of this case is sent herewith. Counsel will gather from a perusal of this correspondence that as regards closing the Banks and presenting bills for payment before the day upon which the Banks are closed, the same practice would appear to exist in Calcutta and Madras as that which exists in Bombay.

This correspondence is sent purely for the information of counsel, who will kindly make no reference to it in writing his opinion.

COPY OF A MINUTE made by a Member of the Committee of the Chamber of Commerce upon the foregoing Case.

"I have no objection to the questions proposed to be submitted to counsel, but the case, as stated, seems to me to be designed to elicit an opinion adverse to the custom

which has long prevailed, and is not, therefore, an impartial statement. Great stress is laid upon the law in England, but the two countries are very far from being analogous, and it would have been much more appropriate to have spoken of the custom at Calcutta and Madras. London being the pivot of the monetary world, it is obvious that many holidays there would be a source of great inconvenience, but in this country business is always more or less suspended on Native as well as Christian holidays, and as such holidays have been observed for many years, and are always duly notified, it is an exaggeration to say that serious **embarrassments* and inconveniences have often been sustained by the *†mercantile world*, or even by the community of Bombay. It is equally absurd to say that the Banks in Bombay have it in their power *‡by closing on Hindoo and Parsee Holidays to create a dead-lock in the whole mercantile world.* They do not claim to have the right of closing by mutual arrangement, but only on certain holidays recognised by Government, but it has sometimes occurred when a holiday has fallen upon mail-day that they have, to suit the convenience of the community at large, closed on another day instead, and on a Saturday when immediately following a holiday, and as the close holidays are not so numerous now as they were in former years, the Chamber has hitherto assented to that arrangement. **The statement* contained in the para. commencing at page 2 of the case is, therefore, incorrect.

* This word has been expunged upon revising the case.

† For the phrase "mercantile world," "mercantile community of Bombay" has been substituted.

‡ This is not the sense of what is stated in the draft case. For the words "whole mercantile world," the words "affairs of the mercantile community of Bombay" have been substituted.

* In the draft case it was stated that the Banks, to suit their *own* convenience, sometimes do not close upon the *very* same days as those upon which the public offices are closed. This statement has been modified.

"W. B."

APPENDIX G.

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THE INDIAN MERCHANT SEAMEN'S ACT, 1875.

No. 1225 of 1875.

MARINE DEPARTMENT,
BOMBAY CASTLE, 13*th October*, 1875.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a letter from the Secretary to the Government of India, No. 523, dated 29th September, and of its accompanying Bill to amend the law relating to Merchant Seamen and Statement of Objects and Reasons, and to request that Government may be favoured with any remarks the Chamber of Commerce may wish to offer on the Bill.—I have, &c.,

J. MACDONALD, Colonel,
Secretary to Government.

No. 1225.

MARINE DEPARTMENT,
BOMBAY CASTLE, 13*th October*, 1875.

Letter from the Secretary to the Government of India, No. 523, dated 29th September, 1875.

SIR,—I am directed to forward herewith a copy of the Bill to amend the law relating to Merchant Seamen (together with its annexure), which has been introduced this day into the Council of the Governor General, and has been referred to a Select Committee, with instructions to report in three months, and I am to request that His Excellency the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill.

2. I am also to request that the Bill and the Statement of Objects

and Reasons may be published in the *Bombay Government Gazette*, and that the dates of such publication may be communicated in your reply.—I have, &c., W. STOKES, Secretary to the Government of India.

RESOLUTION.—A copy of the Bill and Statement of Objects and Reasons to be forwarded to the Shipping Master, the Chamber of Commerce, and the Government Solicitor for any remarks they may wish to offer.

2. A copy to be also forwarded to the Superintendent, Government Central Press, for publication in the *Government Gazette*, with a request that the dates of publication may be communicated to this Department.

J. MACDONALD, Colonel,
Secretary to Government.

A BILL TO AMEND THE LAW RELATING TO MERCHANT SEAMEN.

Preamble.

Whereas it is expedient to amend the law relating to Merchant Seamen in manner hereinafter appearing; It is hereby enacted as follows:—

PRELIMINARY.

Short title.

1. This Act may be called "The Indian Merchant Seamen's Act, 1875:"

Local extent.

It extends to the whole of British India;

Commencement.

And it shall come into force at once.

Interpretation-clause.

2. In this Act—"owner" includes also "agent," and "seaman" includes every person (except Masters, pilots, and apprentices duly indentured and registered) employed or engaged in any capacity on board any ship.

DISTRESSED SEAMEN.

Evidence of distress of seamen.

3. A certificate signed by a Secretary to the Local Government, or by such other officer as it appoints in this behalf, to the effect that any seaman named therein is distressed, shall, in all proceedings under sections 211, 212, and 213 of the Merchant Shipping Act, 1854, be conclusive evidence that such seaman is distressed within the meaning of the same sections; and any Master of a British ship refusing to accept such seaman as a distressed seaman under the provisions of the said sections shall, for each seaman with respect to whom he so refuses, be liable to a fine which may extend to one thousand rupees.

Penalty for refusing to accept distressed seamen.

Discharge of Seamen.

Discharge of seamen.

4. No owner or Master of a ship shall discharge any seaman or apprentice not shipped in British India without the previous sanction in writing of such officer as the Local Government appoints in this behalf, and such sanction shall be given or withheld at the discretion of the officer so appointed.

Any Master wilfully disobeying the prohibition contained in this section shall be liable to imprisonment for a term which may extend to three months, or to fine not exceeding one thousand rupees, or to both.

Engagement of Seamen.

Engagement of Native seamen.

5. The Local Government, or such officer as it appoints in this behalf, may, by order in writing signed by its Secretary or by such officer, prohibit the owner or Master of any ship from engaging any Native of India to serve as a seaman on board such ship.

Whoever wilfully disobeys the prohibition contained in this section shall be liable to imprisonment for a term which may extend to three months, or to fine not exceeding one thousand rupees, or to both.

Deserters.

Deserters.

6. Whenever any seaman or apprentice not shipped in British India deserts or otherwise absents himself without leave from any ship in which he is engaged to serve, the Master or owner of the ship shall, within forty-eight hours of discovering such desertion or absence, report the same to such officer as the Local Government appoints in this behalf, unless in the meantime the deserter or absentee returns.

Any Master or owner wilfully neglecting to comply with the provisions of this section may be punished with fine not exceeding one hundred rupees, or imprisonment for a term which may extend to one month, or with both.

Imprisoned Seamen.

Power to deal with imprisoned seamen in accordance with section 88, Act I. of 1859.

7. If any seaman or apprentice not shipped in British India is imprisoned for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, any Magistrate may deal with him in the same way as he may deal with a seaman or apprentice imprisoned on any of the grounds mentioned in section 88 of Act No. I. of 1859 (*for the amendment of the law relating to Merchant Seamen*).

Rules as to imprisoned seamen.

8. If any seaman or apprentice not shipped in British India is imprisoned on a complaint made by or on behalf of the Master or owner of the ship in which he is engaged to serve, on any of of the grounds mentioned in the said Act No. I. of 1859, section 88,

or for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, the following rules shall be observed:—

(*a*) Such Master or owner shall not, without the previous sanction in writing of the Local Government or of such officer as it appoints in this behalf, engage any Native of India to serve as a seaman on board his ship;

(*b*) The Local Government, or such officer as it appoints in this behalf, may tender such seaman or apprentice to the Master or owner of the ship in which he is engaged to serve, and if such Master or owner refuse to receive him on board, may require such Master or owner to deposit in the local Shipping Office (1) the wages due to such seaman or apprentice, and his money, clothes, and other effects, and (2) such sum as may in the opinion of the Local Governmet or of such officer as aforesaid be sufficient to defray the cost of—

the passage of the said seaman or apprentice to the port at which he was shipped, and of his subsistence during such passage; his lodging and subsistence during his detention (if any) at the place at which he is so imprisoned until he embarks.

And if the Master or owner fail to deposit such wages, money, clothes and other effects, or refuse or neglect to comply with such requisition, he may be punished with fine not exceeding five hundred rupees, and in default of payment of such fine, to imprisonment for a term which may extend to three months.

ACCOMMODATION OF SEAMEN.

Amendment of Act I. of 1859, sec. 70.

9. And whereas it is expedient to increase the space required by the said Act No. I. of 1859, section 70, to be allowed for European seamen and apprentices and for lascars or Native seamen; It is hereby further enacted as follows:—

Such section shall be read as if for the expressions "nine superficial feet," "fifty-four cubic feet," and "four superficial feet," the expressions "ten superficial feet," "sixty cubic feet," and "six superficial feet" were respectively substituted, and as if in the third paragraph of the same section after the word "superficial" the words "and thirty-six cubic" were inserted.

MEANING OF 'ESTABLISHED PAR VALUE.'

Meaning of expression 'established par value' in Act I. of 1859, section 54.

10. And whereas doubts have been raised as to the meaning of the expression "established par value" in the said Act No. I. of 1859, section 54, for the purpose of removing such doubts, it is hereby declared as follows:—

In the said section 54, the expression "established par value" means the rate of exchange for the time being fixed by the Secretary of State for India in Council to regulate transactions between himself and the Government of India.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to make a number of small but important changes in the law relating to Merchant Seamen, which cannot conveniently be postponed until that law is consolidated and amended.

The Bill first provides for determining disputes whether or not a seaman is "distressed" within the meaning of the sections of the Merchant Shipping Act, 1854, relating to distressed seamen, and imposes an Indian penalty on masters of British ships who refuse to receive on board distressed seamen in accordance with those sections.

The Bill then provides against the discharge in India of European seamen without the previous sanction of an officer appointed by the Local Government, and removes a doubt which has been felt as to the corresponding provision (section 207) of the Merchant Shipping Act, 1854, by expressly declaring that such officer has a discretion as to giving or withholding his sanction.

Power is given to the Local Government to prohibit the owner or master of a ship from engaging Natives of India as seamen. This power is intended to be exercised in case it is found that the master is wantonly discharging European seamen for the mere purpose of replacing them by Natives.

Provision is then made that where a European seaman deserts, the master or owner shall report the desertion to the Local Government.

Sections 7 and 8 extend the provisions of section 88 of Act I. of 1859, and contain certain rules as to European seamen imprisoned for breaches of discipline or other petty offences on the complaint of the master. The previous sanction of the Local Government is rendered necessary to the engagement of Natives of India. The Local Government is also empowered to tender an imprisoned seaman to the master, and, if the master refuse to receive him, the master may be required to deposit, not only the wages, &c., due to the seaman, but also such sum as may be sufficient to defray the cost of his passage home and of his lodging and subsistence till he starts.

The Bill then contains a clause slightly increasing the space required by Act I. of 1859, section 70, for European and for Native seamen.

Lastly, a clause has been added to remove a doubt which has been raised as to the meaning, in section 54 of that Act, of the expression "established par value."

A. HOBHOUSE.

Simla, 25th September, 1875.

CHAMBER OF COMMERCE, BOMBAY, *4th December*, 1875.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1225, dated 13th October last, enclosing a copy of the proposed Indian Merchant Seamen's Act, 1875, and Statement of Objects and Reasons, for any remarks the Chamber may wish to offer.

The Chamber, having referred the proposed Bill to the consideration of a Special Committee, has now the honour to recommend the alterations, and modifications, in the several sections adverted to below :—

SECTION 3.—The Chamber recommends that the fine in the last line should be reduced from Rs. 1,000 to Rs. 100. It considers that the penalty ought not to exceed the cost of taking a man home, which by the Board of Trade Circular No. 771, dated November, 1874, is fixed at 3 shillings per man per diem.

SECTION 4, Para 2.—The Chamber recommends that the words in this para. "to imprisonment for a term which may "extend to three months, or," be omitted, that the three last words in this para. "or to both," be omitted, and that the words "one thousand," in the second last line, be struck out, and the words "five hundred" substituted. The second para. of this section would then read thus :—

"Any Master wilfully disobeying the prohibition contained in this section shall be liable to fine not exceeding five hundred rupees."

SECTION 5, Para. 2.— The Chamber recommends that the words in this para. "to imprisonment for a term which may "extend to three months, or," be omitted, that the three last words in this para. "or to both," be omitted, and that the words "one thousand" in the second last line be struck out, and the words "five hundred" substituted. The second para. of this section would then read thus :—

"Whoever wilfully disobeys the prohibition contained in this section shall be liable to fine not exceeding five hundred rupees."

SECTION 6, Para. 2.—The Chamber recommends that

all the words in this para. after the word "rupees," viz., "or imprisonment for a term which may extend to one month, or with both," be omitted. Para. 2 of this section would then read thus :—

"Any Master or Owner wilfully neglecting to comply with the provisions of this section may be punished with fine not exceeding one hundred rupees."

SECTION 7.—The Chamber considers this section to be objectionable on the ground that it will encourage insubordination, and it, therefore, recommends that it be entirely omitted. It is the duty of the British Government to protect the interests of British ship-owners while their vessels are abroad.

SECTION 8.—The Chamber considers that clause (*b*) of this section is objectionable on the following grounds :—

That it will encourage insubordination.

That it is opposed to the spirit of the Merchant Shipping Act, 1854 (17 and 18 Vict., Cap. 104), which forfeits to the owners of the ship the wages and effects of the man deserting ; and

That it appears to the Chamber to be preposterous that a man should be imprisoned for not complying with the provisions of an Act which is in direct opposition to the Act of the Imperial Parliament.

The Chamber, therefore, recommends that clause (*b*) and the paragraphs under it, be entirely omitted from section 8, which would then read thus :—

"8. If any seaman or apprentice not shipped in British India is imprisoned on a complaint made by or on behalf of the Master or Owner of the ship in which he is engaged to serve, on any of the grounds mentioned in the said Act No. I. of 1859, section 88, or for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, the following rule shall be observed :—

"Such Master or Owner shall not, without the previous sanction in writing of the Local Government or of such officer as it appoints in this behalf engage any native of India to serve as a seaman on board his ship."

SECTION 9.—The space proposed to be allowed for lascars or native seamen appears to the Chamber to be ample, but it recommends that the space to be allowed for European seamen should be the same as that allowed by the Imperial Parliament, which is fixed by sec. 9 of the Merchant Shipping Act, 1867, 30 and 31 Vic., Cap. 124, entitled, an Act to amend the Merchant Shipping Act, 1854. Clause 1 of that section runs thus :—

> "9. The following rules shall be observed with respect to accommodation on board British ships; (that is to say)
>
> > "1. Every place in any ship occupied by seamen or apprentices and appropriated to their use, shall have for every such seaman or apprentice a space of not less than seventy-two cubic feet, and of not less than twelve superficial feet, measured on the deck or floor of such place."

This recommendation increases the space proposed for European seamen from sixty to seventy-two cubic feet, but if the Imperial Parliament deemed it necessary to increase in 1867 the space required by section 231 of the Merchant Shipping Act of 1854, it is the more necessary that the same increased space allowed at home should be allowed to European seamen in tropical waters.

With regard to the Statement of Objects and Reasons, the Chamber having considered the whole of section 7 of the proposed Bill, and the whole of section 8, with the exception of clause (*a*), to be objectionable, it follows that it recommends that para. 6 of the Statement of Objects and Reasons be struck out.

The Chamber has, it will be observed, in nearly every instance reduced the fines or money penalties in the various sections of the proposed Bill, where they appear, considering them to be excessive. It has also recommended that, in every instance, the penalty of imprisonment be struck out, as arbitrary and unusual, no such penalty being inserted in the Merchant Shipping Acts of any nation.

The Chamber in conclusion desires to record its opinion that there does not appear to be any reason sufficiently

urgent to warrant the introduction of these or any other changes in the existing Marine Mercantile Law, before that law is consolidated and amended. The Chamber, in reporting to Government, on the 19th April last, on the proposed Passenger Ships' Bill, 1875, recommended that the further consideration of that measure by the Council of the Governor-General should, for the reasons given, be postponed until the Merchant Shipping Bill, 1875, then before the Imperial Parliament became law. That Bill, as it had been introduced into Parliament, was withdrawn, and a short Act, 38 and 39 Vict., Cap. 88, was passed, to continue in force only until 1st October 1876, on the distinct assurance of Her Majesty's Government, that another consolidated and amended Merchant Shipping Bill would be submitted to Parliament, when it assembled in 1876. The Chamber begs here to repeat that it has reason to believe that this measure will embody the result of all Marine Mercantile experience in recent years, and that many of its provisions could with great advantage be adopted in India. It, therefore, recommends as a matter of the highest expediency that the consideration of the proposed "Bill to amend the law relating to Merchant Seamen," and of any other proposed changes in Marine Mercantile Law, be deferred until the passing of the English Act in the next Session of Parliament, after which the Marine Mercantile Law of India should be similarly consolidated and amended. It is of very great importance that British shipping should, in all Ports of Her Majesty's dominions, be regulated as far as practicable by one law; and the Chamber desires to protest, which it now begs most respectfully to do, against these changes as multiplying the inconveniences which now result from having one law on the Western side of the Suez Canal regulating shipping, and another law on the Eastern side.—I have, &c.,

J. GORDON, Secretary.
J. A. FORBES, Chairman.

No. 1549.

MARINE DEPARTMENT,

BOMBAY CASTLE, 18*th December*, 1875.

Letter from the Shipping Master, No. 848, dated 18th October, 1875, Referring to Government Resolution No. 1225, dated 13th October, states that the Bill therewith forwarded seems well calculated to

meet wants that have hitherto been felt in the administration of the present local shipping. Suggests that as by section 15 of the Merchant Shipping Act, Amendment Act of 1862, the designations Shipping Offices and Shipping Masters have been declared obsolete, and have elsewhere given place to those of Mercantile Marine Offices and Superintendents and Deputy Superintendents thereof, this change be inserted in the Indian Amendment Act under contemplation, as it would tend to uniformity and regularity in all public documents and correspondence where such designations occur.

Letter from the Superintendent, Government Central Press, No. 2185, dated 18th October, 1875.

States that the Bill to amend the law relating to Merchant Seamen was published in the *Government Gazette* on the 7th and 14th October, and that it will be published again on the 21st idem.

Letter from the Government Solicitor, No. 1112, dated 24th November, 1875.

Referring to the draft Bill "to amend the law relating to Merchant Seamen," suggests that the utility of the measure might be still further increased by the addition of a clause imposing Indian penalties upon Masters of British ships who infringe those penal clauses of the English Merchant Shipping Acts, the penalties in respect of which are not at present leviable in India.

Letter from the Secretary to the Chamber of Commerce, dated 4th December, 1875.

Submits remarks by the Chamber of Commerce on the Bill, with a recommendation that its consideration and of any other proposed changes in Marine Mercantile Law be deferred until the passing of the English Act in the next Session of Parliament, after which the Marine Mercantile Law of India may be similarly consolidated and amended.

RESOLUTION.—A copy of these reports to be forwarded to the Government of India, with reference to Mr. Secretary Whitley Stoke's letter No. 523, dated 29th September last, with an intimation that the Bill was published in the *Bombay Government Gazette* on the 7th, 14th, and 21st October, 1875.

2. The Government of India in the Department of Revenue, Agriculture, and Commerce have already been addressed in connection with the Government Solicitor's suggestion (Government Resolution No. 1505, dated 10th instant).

3. For the reasons stated by the Chamber of Commerce this Government are of opinion that consideration of this subject might advantageously be deferred until the passing of the English Act in the next Session of Parliament.

J. MACDONALD, Colonel,
Secretary to Government.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT of the PROCEEDINGS of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the provisions of the Act of Parliament 24 & 25 Vic., Cap. 67.

The Council met at Government House on Thursday the 29th June, 1876.

PRESENT:

His Excellency the Viceroy and Governor General of India, G M.S.I., *presiding.*
His Excellency the Commander-in-Chief, K.C.B.
Major General the Hon'ble Sir H. W. Norman, K.C.B.
The Hon'ble Arthur Hobhouse, Q.C.
The Hon'ble E. C. Bayley, C.S.I.
The Hon'ble Sir W. Muir, K C.S.I.
The Hon'ble Sir A. J. Arbuthnot, K.C.S.I.
Colonel the Hon'ble Sir Andrew Clarke, R.E., K.C.M.G., C.B.
The Hon'ble John Inglis, C S.I.
The Hon'ble T. C. Hope.
The Hon'ble F. R. Cockerell.

MERCHANT SEAMEN'S BILL.

The Hon'ble Mr. Hobhouse moved that the Report of the Select Committee on the Bill to amend the law relating to Merchant Seamen be taken into consideration. This Bill was introduced into the Council last September for the purpose of making some amendments on isolated points in our Merchant Shipping Law, which had been brought to the notice of the Government by the various maritime authorities. The Council was aware, as he had explained at the time of the introduction of the Bill, that we had pending a general measure for amending and consolidating our Merchant Shipping Law. That measure had now been before us for—he thought he was not wrong in saying—nearly ten years; but it had been put upon the shelf for the reason that a similar measure had been knocking about the House of Commons, and the House of Lords, for the amendment of the law upon the same subject in England. The Merchant Shipping Law was one of those laws which it was of great importance for us to make agree as nearly as circumstances would permit with the Law of England. In the first place, the English Merchant Shipping Act of 1854 was directly operative in India, partly by its own force, partly by being the basis upon which our Indian Merchant Shipping Act was framed, and with which it interlaced a great number of points; and the other principal English Shipping Act, namely, the Act of 1862, also directly affected us, and it was one of those Acts which we were not able to affect by our legislative powers. It was therefore very necessary for us to follow the English law as closely as Indian circumstances would admit, and on that ground the Secretary of State advised us to put our great Merchant Shipping Bill on the shelf, and defer the consolidation of our own law

until we saw into what shape the English Parliament would put the Law of Enland. We had reason however to believe that this year this very long story would come to an end, and then we should be in a position to consolidate our own law. On that ground we had been advised by the Government of Bombay—a maritime Government interested in the question—to postpone this Bill; but it seemed to him that we had better not postpone the consideration of those points which must be dealt with when the law was finally settled, and which were now quite ripe for decision. They had been the subject of discussion for some years, and of communication between the Supreme Government and the various local maritime Governments; and they had also been the subject of communication between ourselves and the Board of Trade, who had approved of the contents of the Bill as introduced into Council. Even if the Merchant Shipping Bill now before Parliament should pass this session, it was quite certain that a considerable time must elapse before we could fully consider the subject here, and say exactly how much of the measure was suitable, or how much unsuitable, to Indian circumstances, and before we could propound, in conjunction with the Secretary of State and the Board of Trade—who must be taken into consultation upon such points as those—the exact measure which we should consider suitable for India. To effect this a considerable time must elapse, and, in the meantime, he thought that we had better deal with the various points suggested to us from the different maritime ports in India.

The first point in the Bill was contained in section 3, which related to the rather difficult and troublesome subject of distressed seamen. The Merchant Shipping Acts gave large powers to the Governments of all dependencies of the British Empire to take up seamen who were left on their shores, and to send them back to their homes at the expense of certain funds which were under the control of the Board of Trade. But it was a great mischief having those distressed seamen at all, and it was desirable to contract the limits of the mischief as much as we possibly could. This Bill was principally concerned with that particular subject; it provided for a more speedy way of shipping distressed seamen, and avoiding disputes about who were, and who were not, distressed; and it sought also to prevent the mischief from growing into undue proportions by placing a certain restriction upon the discharge of seamen. Section 3 dealt with the one subject of distressed seamen. Now every British ship-owner was bound to receive a distressed seaman, but he might raise a dispute in every case whether or no the man was a distressed seaman, and that dispute might be carried into a Court of Law, and decided in the ordinary way upon proceedings taken against the Captain for refusing to receive such seaman. Now that was a dispute which might arise under very critical circumstances—it would be most likely to arise just when a vessel was going to start—which it would be utterly impossible to settle in time unless by some summary method. The Board of Trade had suggested that we should enact the infliction of certain penalties upon Captains refusing to receive

seamen. There were penalties in England upon Captains for offences of this kind, but they had not been, and were not now, liable to penalties in India. But when we came to consider the subject, and to look at the cases which had actually arisen under the Merchant Shipping Act, we found that penalties would hardly meet the point, because we could not inflict a penalty unless it was first decided whether the Captain refused to receive the distressed seaman, whereas the issue raised was whether the man was a distressed seaman or not. We therefore proposed to make the decision of the local authorities binding upon the Captain. If he felt that in any case he was an injured man, he must lay his case before the Board of Trade, and complain if we had acted wrongly. But we proposed to cut short those disputes by saying that a certain certificate given by the local authorities should be evidence that the seaman was distressed, for the purpose of compelling the Captain to receive him, and of enabling him to claim indemnity from the funds under the control of the Board of Trade. That was section 3. He should explain that we had received a communication from the Bengal Chamber of Commerce on the subject, and they desired that from this certificate there should be an appeal. The Bengal Government very properly observed upon that, that an appeal would defeat the whole object of the measure, because it would introduce those very disputes and delays which were apt to occur now, and which the section was intended to get rid of.

Then we came to sections 4 and 5, which related to the discharge and engagement of seamen. With respect to the discharge of seamen it was provided by the British Merchant Shipping Act that they should not be discharged except with the sanction of certain local authorities; that was intended for the purpose of preventing improper discharges by which seamen were thrown upon the charitable funds of the place where they happened to be. But a dispute arose in India whether that sanction of the local authorities was entirely within the discretion of the sanctioning authority, or was a ministerial act which he was bound to perform, upon the master or seaman or both showing a case for the discharge: and it was actually decided by a Judge of the High Court of Calcutta that the sanction was only a ministerial act. That was quite contrary to the view of the Board of Trade, and to the view that had been acted upon all over the British Empire. Of course the Bombay ship-owners were not slow to avail themselves of the advantage of the Calcutta decision, and they raised the question in Bombay, when a decision was come to in opposition to the Calcutta decision and in accordance with the view of the law prevailing everywhere else. We had always acted on that view; still, as we were amending our law, we thought it better to put it entirely beyond question, and make it quite clear that this sanction for the discharge of seamen was to be exercised at the discretion of the local authorities. We also added a penalty leviable in India, in addition to the penalty leviable in England, for the discharge of seamen without proper sanction.

Section 5 was intended again to give the Local Governments control over improper discharges, and the principle upon which it

was founded was this. It was very frequently found that Captains of vessels desired to get rid of their European crews, either to save money or for some other reason, and to replace them by Natives of India. The result was that the European crew ran loose on our shores without employment, loafed about, and fell into the category of what we called 'distressed seamen'—a very undesirable class of people to have. Therefore we proposed to give Local Governments the power to forbid the engagement of any Native of India to serve as a seaman on board any ship specified in the order of prohibition; and it was conceived that such a provision would strike at the root of the evil. The suggestion had been made by the Government of Bombay; it had been adopted by this Government, and was approved by the Board of Trade.

It was opposed, however, by the Bengal Chamber of Commerce, and what they said about sections 4 and 5 was this:

"The object of these two sections appears to be the very desirable one of preventing the accumulation of vagrants in Calcutta, which, as already remarked, is a public nuisance of no small magnitude, and in that respect the sections are approved: but at the same time their provisions involve the important issue of interference with agreements between master and seamen. In many cases men are shipped for the voyage only, and the Committee apprehend that the Local Government has not the power to set aside such special contracts.

"Seamen thus paid off can always be sent home as distressed seamen in case of there being no regular employment for them, but as a rule there is always a demand in this port for able-bodied men.

"The refusal to allow ships to take native crews in the place of Europeans is, in the Committee's opinion, indefensible on the broad principle of interference with freedom of trade, and would be especially unjust in cases where vessels or steamers come to India with the object of regularly trading to and in the East. It is true that, under these sections, with the sanction of Government, seamen may be discharged and native crews engaged; but if the seamen agree to take their discharge, and lascars are willing to take their place, it should be an obligation on the part of Government both to grant the discharge and to sanction the engagement."

Of course, we did not assume powers to set aside any special contracts as between masters and seamen; what we said was, that whatever the contract, or whatever the rights of the parties might be as between one another, they could not bind us by making arrangements to cast a number of distressed seamen on our shores; the very object of the provisions in the English Act 1854 was to prevent that operation, and we were only now making the provisions of that Act more efficient in India. The Bengal Government, in forwarding the remarks of the Chamber of Commerce, made very much the same observations that he (Mr. Hobhouse) had made. They said that it was public policy to prevent those discharges of seamen, and that they were prevented by means of giving to the local authorities a discretionary power of veto upon them. We

were now only making this means more efficient, and it seemed perfectly right that we should do so.

Section 6 related to desertion, and all it provided was that the Master of the ship should report the desertion to the Local Government. He thought that everybody approved of that. The only difference between the Bill as introduced and as it now stood before the Council as amended by the Committee was, that section 6 of the former Bill provided that the Master or owner of a ship should be equally bound to report. It was pointed out by the Chamber of Commerce, and by the two mercantile gentlemen who sat upon the Committee, that the owner of a ship never knew anything about those things, whereas, in cases of desertion or absence, the Master must always know, and he was the proper and only person on whom the obligation should lie. The Committee therefore altered section 6 of the present Bill in that sense.

Sections 7 and 8 were again connected with the same subject of discharged and distressed seamen; only they related to those seamen who were put in prison. Now again we were told that it was a common thing for Masters of vessels to make complaints against seamen for breaches of discipline and petty offences; to get them put in prison, and then immediately to fill up their places with Natives; and so in fact to leave the seamen a charge upon our hands. That was the mischief struck at by sections 7 and 8. We had a clause in our Shipping Act (section 88, Act I. of 1859) to the effect that if a seaman was imprisoned for certain offences—being those petty offences against discipline which he had mentioned—a Magistrate might, with the consent of the Master of the vessel, relieve him from imprisonment and send him back on board ship. We proposed to extend the operation of that law. It was suggested by the Board of Trade that we might make it compulsory upon the Master to receive back the man; but we thought that that would be going too far, and that if the quarrel between the Captain and the man had proceeded to a certain point, there might be danger in forcing the man back upon the Master. What we therefore proposed was this: In the first place, we proposed that the Master should not be able to engage Natives, without sanction, while any of his men were in prison; in the second place, we proposed that the local authorities should be able to tender the man to the Master, and that if the master did not receive him, he should deposit a sufficient amount of money to defray the expenses of taking the man home according to the scale of cost usual in the case of distressed seamen. We also proposed to extend the provisions to other petty offences. Those provisions were again objected to by the Bengal Chamber of Commerce, and he would read what the Chamber said with regard to those two sections 7 and 8:

"The Committee have no objection to offer to the former of these sections except in so far as it is applicable in connection with the section following. The provisions contained in section 8 are, in the judgment of the Committee, most unjust and prejudicial to the ship, while at the same time it offers to the seaman inducements to commit offences so as to bring him under its operation. It

seems to be overlooked that a ship has to take away another man in the place of the prisoner if she refuses him; and the Committee cannot see why the prisoner so refused should not work his way home in another vessel. The provisions of the section are tantamount to giving the man, at the expense of his late ship, a three months' holiday after his imprisonment; and if his offence has been such as to compel the Master to refuse to receive the prisoner, the law should rather protect the Master than a refractory seaman, who may at sea repeat the offence for which he was punished ashore, and be a troublesome and unwelcome member of the crew on the return voyage. It should be *optional* with the Master, and *not compulsory* on him, to take back a seaman after his imprisonment."

The Bombay Chamber of Commerce made an observation somewhat similar to the first of the objections of the Bengal Chamber, namely, that the provision was apt to encourage insubordination on the part of the seamen; and the Governor of Madras had made a similar remark. It seemed to Mr. Hobhouse that all those observations lost sight of the reason for this clause. As for the observation that the provisions of the section were tantamount to giving the man, at the expense of the ship, a three months' holiday after his imprisonment, Mr. Hobhouse did not understand what it referred to. All the good that could happen to him would be that he would be sent home as a distressed seaman; not a single penny was to come into his pocket, nor was he to have any benefit from our provisions. But as regarded insubordination, the theory, supported by opinions from the maritime officers, was, that those quarrels were, he would not say, got up by the Master, but laid hold of by him in order to get rid of the man; because it was found that once the man was in prison, the Master engaged Native seamen and was off with the ship. The Lieutenant-Governor of Bengal gave the proper answer to those objections in sending on the remarks of the Chamber of Commerce. When he forwarded those remarks, he endorsed the observations of the Shipping Master of Calcutta, which were to this effect:

"The change in the law to be made by the 7th section is advisable, and, followed by section 8, will render it impossible for a Master to get rid of his European sailors by procuring their imprisonment and then declining to take them out of jail to go on their voyage. The whole tendency of these leading sections of the Bill is effectually to remedy the evil which has been so long felt in Indian ports, of British seamen being thrown out of their proper employments, and becoming helpless and destitute on the hands of Government."

It seemed to him that this was quite a sufficient reason for retaining sections 7 and 8 in the Bill in the form in which they now were. The alterations made in them by the Committee had the effect of diminishing the amount of the deposit which the Master was bound to make in case he refused to receive a seaman. As the Bill was introduced, it required him to deposit a sum sufficient to defray the cost of the passage of the seaman to the port from which he was shipped, and of his subsistence during such passage, and

also of his lodging and subsistence during his detention at the place at which he was imprisoned until he embarked. It now only required him to deposit a sum calculated by the Local Government to be sufficient to defray the cost of passage, according to the scale of cost usual in the case of distressed seamen. As regarded the contention of the Chamber of Commerce that it should be optional with the Master to take back a seaman, it would be optional. But we should test his good faith by requiring him, in case he refused to take the seaman back, to defray a cost which would otherwise be thrown on the Government of India or the Board of Trade, namely, that of conveying him to his own home.

The other two sections he need not explain at any length. One referred to the space to be allowed on board ship. It somewhat enlarged the space given by the present law. We were advised from some quarters that the space given by the English law was still larger, and that we had better make our space the same as that allowed by the English law. He was quite incompetent to advise the Council on that point, or even to explain exactly why the existing or the proposed measurements were chosen for India. If it was necessary to make our law in accord with the English law, no doubt that would be done by the Consolidation Bill, and the matter would be considered in the Department over which Sir Alexander Arbuthnot presided. It had been very carefully considered after communication with the Local Governments in that Department, and the amount of space specified by the Bill was settled as being the best at this moment. At all events, it was an increase on the present space, and he thought we might allow the proposed arrangements to stand, reserving it for consideration afterwards whether the space should be further enlarged in accordance with the English law.

By the tenth section it was proposed to remove a certain ambiguity which existed in the corresponding section of the present law, which related to the payment of wages in India in English currency. It was proposed to confine the operation of this section to those cases in which the rate of wages was stipulated for in British currency. The existing section extended to cases in which stipulations had been made for payment in other currencies; but it was found impossible to apply a definite rule to such cases, and it was thought better to leave them to the general operation of the law. It was convenient to have a cut-and-dry rule for stipulations made for payment in British currency, and the section provided that payments should follow the rate of exchange for the time being fixed by the India Office and the Treasury for their pecuniary transactions. That was the present practice, and, he believed, quite a legal one, though some doubt had been expressed about its legality.

Having now gone through all the sections of the Bill, he had only to add that, although we were now sitting at Simla, the whole substance of the amendments by the Committee had been settled at Calcutta. We had had the advantage there of the presence of Mr. Bullen Smith and Mr. Cowie, who had paid great attention to this matter, and attended the sittings of the Committee, and several alterations had been made at their instance; he had mentioned one

which occurred in sections 7 and 8, namely, the amount to be deposited by the Master of a ship. The Committee had also, in deference to their opinion, and to the opinion of the Bengal Chamber of Commerce, omitted the definition of the word 'owner' of a ship. As the Bill was introduced, it made the owner of a ship include the agent of a ship; what the mercantile gentlemen said was that the agent of a ship did not occupy such a position as ought to expose him to the various provisions of this Bill. The Committee therefore omitted that definition and kept in only the words 'owner' or 'master,' as the case might be. At the same time they had modified sections 4, 5, and 8, by making the expressions rather more general, so that if the agent of a ship should occupy the same position as the owner, which might be the case for all we knew in Bombay, then the provisions would apply; and if the agent should commit offences which were struck at by the Bill, he would find himself exposed to penalties.

After the amendments agreed on at Calcutta had been put into proper form and the draft report prepared, they were laid before our two mercantile members, who, as the Council would observe, had signed the report.

The Hon'ble Sir Alexander Arbuthnot wished to make one remark with reference to section 8 of the Bill, in addition to the observations addressed to the Council by his hon. friend Mr. Hobhouse. That section contemplated the possible existence of circumstances under which the Local Government would exempt a Master or owner from receiving again on board ship seamen who had undergone imprisonment. Mr. Hobhouse did not, Sir Alexander Arbuthnot thought, advert to the words "without assigning reasons satisfactory to the Local Government" which occurred in the clause. There might of course be extraordinary circumstances which would render it very hard on the Master of a ship to be compelled to receive back a seaman, and that was provided for in the section.

The Hon'ble Mr. Bayley would make one remark with regard to sections 4 and 5 of the Bill. A case that recently came before him officially, illustrated, he thought, very accurately what the working of those sections was likely to be. A vessel arrived at the port of Rangoon not very long ago the Master of which made certain complaints against his seamen. They on their part met those complaints by assertions of brutal treatment on the part of the Captain himself; unfortunately, the officer before whom those complaints were urged was unaware of his actual powers, and he allowed the matter to be compromised, and the Master to discharge the seamen without their case being fully inquired into. The result was, that the Master shipped a lascar crew. On the voyage home one of those lascars was undoubtedly done to death by the Captain, and several of the others were most brutally treated. If the proposed sections had been then in existence, Mr. Bayley thought that, in the first place, it was probable the officer before whom the complaints had been laid, though he might have permitted the discharge of the seamen, would pretty certainly have inflicted a penalty on the Captain; as a matter of course, he would

not have permitted the Captain to engage a lascar crew, and the horrible scenes which subsequently occurred would, undoubtedly, have been avoided.

Colonel the Hon'ble Sir Andrew Clarke said that, with reference to section 3,—unless the English Merchant Shipping Act especially provided for it and limited the number of seamen that any ship could be compelled to receive on board as distressed seamen,—the wording of this clause, as it stood, might lead not only to very considerable hardship to the owners and Masters, inconvenience to its ordinary crews, but might even imperil the actual safe-conduct of a ship in its subsequent passage to its destined port. This would be hard on a British ship clearing for a foreign port from which had sailed a ship of another nationality having left in our port some fifteen or twenty men to receive them for passage back to it; it would be hard on the ship of the same nationality, but it was not clear if we could compel a foreign ship to receive its own countrymen. This was a large power to confer, even if exercised only by the higher officials of Local Governments; but it would be in reality left in the hands of the Harbour Master and his subordinates.

His Excellency the President said he apprehended that section 3 of the Bill, to which the hon. member referred, only applied to British ships. The section distinctly declared that any Master of a British ship refusing to accept seamen as distressed seamen would be liable to the penalty.

Colonel the Hon'ble Sir Andrew Clarke said that he also alluded to the case of a Master of a British ship having to receive a large number of foreigners on board; that would, if possible, be a still harder case.

His Excellency the President though that the matter would naturally be one of reasonable arrangement with the local authority. He should think it improbable that the local authority would insist upon an inordinate number of British seamen being shipped on the same ship.

Colonel the Hon'ble Sir Andrew Clarke though that if the matter was entirely dependent upon the Local Government, the occurrence would probably not arise, but it would be very likely to arise from a Harbour Master being allowed to assert his right to place on board ship the number of men he might have on his hands, and the difficulty of the matter was enhanced by the Master being deprived of the right to appeal.

The Hon'ble Mr. Hobhouse explained that the law upon which we were operating was not Indian law but English law. We were only laying hold of certain clauses in the Merchant Shipping Act of the British Empire, and doing our best to make those clauses work in India. But the obligation to receive a distressed seaman when the fact of the distress was ascertained was contained in the English Act, and it was without statutory limit, though of course there must be a practical limit, which would be settled, he had no doubt, by arrangement between the local authorities and the Master of the ship. That law had been in operation ever since the year 1854, perhaps longer, but he had not traced back its history beyond 1854. The Masters of ships were not a class to be silent when any

injury was done them ; in point of fact, complaints did come to the Board of Trade of the improper action of the authorities in the dependencies of the Empire, amongst others in India. There had been three or four of those complaints which he had had to look into made by Masters of ships, but he had never yet heard of a complaint of too many men being forced on board ship. Of course, there might be such complaints without his hearing of them. But the Bill had been very carefully considered, not only by the maritime authorities in India, but by the several Chambers of Commerce who represented the interests of the Masters of ships, and nobody had made that objection, namely, that there was a danger of too many men being forced on board ship. It seemed therefore to Mr. Hobhouse that we had better let that question alone ; nobody appeared to be suffering any grievance, and we should be introducing a limitation that might be inconvenient if we were now to insert a provision that a Master of a ship should not be bound to take in more than a certain number of men.

Colonel the Hon'ble Sir Andrew Clarke remarked that the section in question imposed a very much heavier penalty for refusing to receive distressed seamen than the English Act. However, as he now understood from Mr. Hobhouse that those directly interested were content with this particular provision in the Act, he would not trouble the Council further on the subject.

His Excellency the President said that he was under the impression that the Bill left the right of appeal to the Master of a ship who had cause to complain of having been forced to take too many seamen on board ; but the appeal was to the Board of Trade.

The Hon'ble Mr. Hobhouse explained that there would be no legal appeal at all. It would be an executive matter, and complaints would be sent in in the nature of the complaints now made. There were a great many arbitrary discretions given to the local authorities, and every now and then the Masters of ships complained that those powers were improperly exercised, and the officers concerned were either justified or were warned not to do the same thing in future, as the case might be.

The Hon'ble Sir William Muir inquired, with reference to section 3, to whom was the refusal of a Master to be given in the case of his declining to receive a distressed seaman. Was it to the Local Government, or to a subordinate authority ?

The Hon'ble Mr. Hobhouse said that it was to an officer appointed by Government, usually the Shipping Master of the port.

His Excellency the President presumed that the question of whether the seaman was entitled to a free passage was to be settled by the Secretary to the Local Government.

The Hon'ble Mr. Hobhouse said that the Secretary, or an officer especially appointed by the Local Government, must sign the certificate of his distress.

The Motion was put and agreed to.

The Hon'ble Mr. Hobhouse then moved that the Bill as amended be passed.

The Motion was put and agreed to.

APPENDIX H.

———:o:———

THE BOMBAY FERRIES ACT AMENDMENT ACT, 1875.

No. 70 of 1876.

CHAMBER OF COMMERCE, BOMBAY, *22nd March*, 1876.

To the SECRETARY of the COUNCIL of HIS EXCELLENCY the GOVERNOR of BOMBAY for making Laws and Regulations.

SIR,—I have the honour to inform you that the Committee of the Chamber of Commerce have just been favoured with a perusal of the Statement of Objects and Reasons of the Bill No. 6 of 1875, entitled a Bill to amend Bombay Act II. of 1868, and of the Bill itself which, they understand, comes on for second reading at the Meeting of the Council to be held to-morrow. The Committee respectfully submit that an important measure of this description affecting seriously the coasting trade should, in the public interests, have been forwarded to the Chamber for its opinion before the Bill was introduced into the Legislative Council. As the shortness of the interval, however, precludes the possibility of the opinion of the Chamber being taken on the provisions of the Bill, the Committee desire to express their opinion on some of the more prominently objectionable clauses, and they request you will be so good as to submit it to His Excellency the Governor, and to the Legislative Council, when the Bill is brought forward.

With regard to the Statement of Objects and Reasons, the Committee direct me to say that these are objectionable, inasmuch as the present Ferries Act is already too ample, and its extension would interfere with the coasting trade. They consider that the Ferries Act should not, so far as Bombay is concerned, extend to any place beyond the limits of the harbour, nor to any place along the coast, for the result of the monopoly would be that it would most

unjustly interfere with or drive away from coasting voyages every small steamer passing over the ferry line. A ferry is generally understood to be a line of communication between places situated on the bank or shore of any river, creek, or harbour, the distance between which is short. The distance, however, from Bombay to Bankot is between 60 and 70 miles, and the establishment of a ferry monopoly between those places is open to the further objection that the latter town is on the coast, that it is nearly half way to Rutnagherry, and that it forms part of the direct line of the coasting trade between Bombay and the southern Ports. The distance from Bombay to Bankot is about the same as the distance between Holyhead and Kingstown, between which places steamers are constantly plying; but Her Majesty's Government has never ventured to introduce a law favouring any company or individual with a monopoly of that line of communication, nor would any such law be tolerated by the English people.

With regard to the Bill itself the Committee desire to submit the following suggestions and modifications:—

SECTION II., para. 1.—The Committee beg to suggest that the words "arm of the sea or sea" in the second last line of this paragraph be omitted. They consider it unnecessary, as they have already observed that the Ferries Act should be extended beyond the limits of the harbour, or that a Ferry should be established by law which would interfere in any way with the coasting trade.

SECTION III.—The Committee beg to suggest that the proposed addition embraced in this section be omitted, as there does not appear to be any good reason why a Government servant should be exempt from the payment of the toll. In the public interests, the Committee desire to protest against any such exemptions, for the loss entailed upon the Ferryman in having to carry "free" passengers must be made up to him out of increased tolls levied on those who pay. The establishment of ferries in proper places, and within reasonable limits, is doubtless a great convenience to the public, ensuring speedy and regular communication, but in return for the complete monopoly of the line of communication given by law to the ferryman, the public are entitled to the advantage of having the tolls fixed at the

lowest possible rates. By section 3 of Act II. of 1868, the following persons are also exempt from payment of tolls.

(*a*) Any soldier in uniform on duty.
(*b*) Any police officer in uniform on duty.
(*c*) Any person in custody of the police.

And, in addition to all these, the Committee have learned with surprise that, under arrangements with Government, the contractor is bound to carry free of charge all Government treasure, and persons in charge of the same; all Post-office servants travelling on duty; all Government mails, banghies, and expresses; and all Government servants wearing badges, together with the baggage, if any, of all such persons. The effect of all these exemptions is that for the benefit of certain Departments of the State and Government officials and their servants, the public is deprived of the advantage of securing minimum rates of tolls for carrying passengers, cattle, and merchandise over the public ferries; and hardship and injustice are thereby inflicted, particularly on the poorer classes.

The Committee, however, would respectfully suggest for the consideration of His Excellency whether a silimar system to that adopted by Railway Companies regarding officers, soldiers, and others travelling at Government expense might not, with advantage, be made applicable to public ferries. Officers are allowed to travel first class for the second class railway fare, and soldiers and others second class for the third class fare, and they have certain allowances in the matter of baggage, &c.

Section IV., para 3.—The Committee suggest that the words "three miles" in the sixth and seventh lines of this paragraph should be altered to "two miles." This would, they think, conduce to the public convenience.

Section V.—The Committee suggest that the blank in the seventh line of section 14-A, proposed to be inserted after section 14 of Act II. of 1868, be filled up by the insertion of the words "one mile," which, they think, should be the extreme distance from a bridge at which a toll is leviable, within which distance the penalty should be imposed.—I have, &c.,

J. GORDON, Secretary.

STATEMENT OF OBJECTS AND REASONS.

Doubts having arisen as to whether the Bombay Ferries Act (Bombay Act II. of 1868) empowers Government to declare such ferries as those between Bhiwandi and Bassein, Surat and Gogo, or Bombay, Alibag, Rewadanda and Bankot, to be public ferries within the meaning of that Act, Government were advised by the law officers that it does not. As the discontinuance of the above and other similar ferries throughout the Presidency would give rise to much public inconvenience, this Bill is introduced to amend the Ferries Act so as to give Government the necessary powers.

The opportunity has been taken of improving that Act in one or two minor points in which experience has shown it to be defective, and of adding a provision to prevent the evasion of payment of tolls leviable at bridges which have been erected for the public convenience across navigable water.

J. GIBBS.

22nd November, 1875.

BILL NO. 6 OF 1875.

A BILL TO AMEND (BOMBAY) ACT II. OF 1868.

Preamble. Whereas it is expedient to amend the Bombay Ferries Act, 1868; It is enacted as follows :—

Short Title. I. This Act may be cited as "The Bombay Ferries Act Amendment Act, 1875."

Commencement. Section 4 shall come into force with respect to every Public Ferry across a creek or river, which at the date of the promulgation of this Act shall be leased to a Lessee, Farmer, or Contractor, on the determination of the then current lease, and not before, and with respect to every other Public Ferry at once.

The rest of the Act shall come into force at once.

Definition of "Ferry." II. The word "Ferry" in the Bombay Ferries Act shall be deemed to mean, and to have always meant, a line of communication by water between any two or more villages, towns, or landing places, situated on the bank, or shore, of any river, canal, lake, creek, harbour, arm of the sea or sea, or on any island;

Or the right of conveying passengers, animals, carts, carriages, and goods of every description over any such line of communication;

According to the sense in which the word is employed in different parts of the Act.

Addition of an Exemption Clause to section 3 of Bombay Act II. of 1868. III. To section three of the said Act the following clause shall be added (namely) :—

"(*d*). Any person whom the Governor in Council shall by

notification in the *Bombay Government Gazette* deem fit specially to exempt from payment of such tolls."

New section substituted for section 14 of (Bombay) Act II. of 1868.

IV. The following section shall be substituted for section fourteen of the said Act :—

Penalty for conveying passengers, &c., over Public Ferry ;

"Any person, not being a duly appointed Ferry-man, or the Lessee, Contractor, or Farmer of the Ferry, or a servant of such Lessee, Farmer, or Contractor, who, except as is excepted in the last preceding section, shall convey for hire any passenger, animal, cart, carriage, or goods over any Public Ferry ; and

or between certain points near to a Public Ferry.

"Any person who, except as is aforesaid, shall convey for hire any passenger, animal, cart, carriage, or goods to or fro between any two points, both which are less than three miles distant by cart-road, or foot-path, from any town, village, or landing place served by any one Public Ferry, without the license of the Collector of the District in which the Ferry is situated, or of the Revenue Commissioner, if the Ferry be situated in more districts than one, shall be liable to a penalty not exceeding five hundred rupees."

Addition after section 14 of (Bombay) Act II. of 1868.

V. After section fourteen of the said Act the following section shall be inserted :—

Penalty for conveying animal, &c., across creek or ferry near a bridge on which tolls are leviable ;

"14-A. Any person who, except as is aforesaid, shall convey for hire any animal, cart, carriage, or goods to or fro across any river or creek between two points, both which are less than distant from a bridge at which, under the provisions of any law for the time being in force, a toll is leviable on animals, carts, or carriages ; or

and for conveying passengers, &c., near such bridge.

who shall convey for hire any passenger or any palankeen, dooly, palna or tonjon, or other thing, across any river or creek between two such points as aforesaid, when under the provisions of any law for the time being in force a toll is leviable at the bridge on passengers, palankeens, doolies, palnas, tonjons, or such other things ;

shall be liable to a penalty not exceeding five hundred rupees.

Section 15 of Bombay Act II. of 1868 amended and added to.

VI. In section fifteen of the said Act the last nineteen words shall be omitted, and to the section the following clause shall be added (namely) :—

Imprisonment may be awarded in default of payment of fine.

"In every case in which an offender is sentenced to a fine under this Act, it shall be competent to the Court which sentences such offender to direct by the sentence that, in default of payment of the fine, the offender shall suffer

imprisonment of either description within the meaning of the Indian Penal Code, according to the following scale: that is to say, for any term not exceeding two months when the amount of the fine shall not exceed fifty rupees, and for any term not exceeding four months when the amount shall not exceed one hundred rupees, and for any term not exceeding six months in any other case."

No. 39 OF 1876.

AHMEDABAD COLLECTOR'S CAMP, PARANTIJ, 10*th Jan.*, 1876.

In obedience to Government Resolution No. 73, dated 7th instant, General Department, the Collector of Ahmedabad has the honour to report that the only ferry in his district which will be affected by the Bill in question is that between Gogo and Surat.

2. He is unable to state what is the extent of the carrying trade in goods between those two places. This will be learnt through the officers named in para. 2 of the Resolution.

3. The carrying trade will undoubtedly be interfered with and, looked at from the point of view of the present carriers, very detrimentally.

4. Whether the owners of the goods carried will be benefitted or the reverse will depend on the conditions of the contract with the monopolist.

A. A. BORRADAILE,
Collector and Magistrate.

Through the Revenue Commissioner, N. D.

No. 186 OF 1876.

RUTNAGHERRY COLLECTOR'S OFFICE, 20*th January*, 1876.

To the CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to reply to Government Resolution in the General Department No. 73, dated the 7th instant, that the Bombay Ferries Act (Amendment Act) of 1875 will not, I believe, affect the coasting trade by establishing a monopoly of it in favour of the steam ferry boats now plying between Bankot and Bombay.

2. As yet I have heard of no complaints of loss of trade on the part of the ordinary coasting vessels, and I cannot suppose it is intended to give the ferry steamers a monopoly of either the passengers or freight-carrying trade. If that were done, the public would have a right to complain, as a ferry in that sense cannot fairly be maintained between two points along the coast 50 miles apart as are Bombay and Bankot.

9. So far as I have seen, however, the ferry steamers would have no difficulty in monopolizing the passenger-carrying trade,

owing to the punctuality and speed with which they travel, and the low prices at present charged for tickets. They do not seem to carry very much cargo, all the space on deck being generally covered with passengers.

3. As regards the addition which it is proposed to make to section 14 of the Act, I do not think that the carrying trade in goods is likely to be detrimentally affected thereby.—I have, &c.,

J. ELPHINSTON, Collector.

No. 113 OF 1876.

COLABA COLLECTOR'S OFFICE, CAMP PEN, 21*st Jan.*, 1876.

From the COLLECTOR of COLABA to the CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have had the honour to receive Government Resolution No. 73, of 7th instant, marked "*Immediate*," calling upon me to furnish "a Statement showing how far it is probable that Ferry Steamers will meet the demand for *freight* for the coasting trade."

2. I have to reply :—

1*st*.—That the ferry steamers do not, and never can supply, nor was it ever supposed they could supply, the demand for *freight* for the coasting trade.

2*nd*.—That two ferry steamers ply on the coast of, say 300 tons burthen, each able at the outside to carry, say, 40 tons of cargo, in addition to the full complement of passengers; but as they are of light draft for river work, they cannot be loaded up, or they would ground in the creeks.

One steamer leaves Bombay at 7 A.M., goes over to Oran and Oolwa, returning to Bombay by 12 o'clock, and leaving at 12-30 for Rewas and Dharamtar, whence it should return to Bombay by 6 P.M. the same day.

The other steamer leaves Bombay at 6-30 A.M. on Mondays, Wednesdays, and Fridays, proceeding to Dasgaon, which is reached between 6 and 9 according to the tide, and touching at Thal, Alibag, Rewdanda, Janjira, Shriwardhan, Bankot, and Mapral. It leaves Dasgaon at once and returns to Bombay by the same route on the following day, reaching Bombay at 4 30 to 5 P.M.

3*rd*.—That in the last calendar year these ferry steamers only carried no freight beyond Government treasure, which, with its guards, was carried *free* to the amount of 30 lakhs.

3. It will therefore be easily understood that the ferry steamers do not and cannot carry *freight* in the ordinary acceptation of the term.

4. Just as a Railway Company cannot carry goods and pas-

sengers advantageously in one train, so a coast ferry steamer cannot carry goods and passengers together.

5. But passengers by passengers' trains often desire to carry a quantity of luggage with them, and this is taken at a special rate in excess of the ordinary goods rate by goods train.

Just in the same way passengers by steam ferries occasionally desire to carry heavy baggage, for which they are justly required to pay a special rate.

6. To no further extent do, or will, the ferry steamers ever supply any demand for freight for the coasting trade: to this extent only do they carry "goods." Indeed the idea that a steamer, capable of carrying but 40 tons of cargo, and stopping from 15 to 30 minutes at each port, could supply the demand for freight between Bombay and Mahad (of which Dasgaon is the port), to say nothing of intermediate ports, is on the face of it absurd.

7. No difficulty whatever has yet been experienced on this point, and the Hon. Mr. Mandlik's fears are purely visionary.

The Act obviously seeks to control a monopoly of passenger traffic by ferry steamers, not a monopoly of freight traffic, which the monopolists do not desire, and could not work.

8. The retention of the word "goods" in the Act is of course necessary, because ferries over rivers and across creeks have, and always must have, the monopoly of ferrying goods across, otherwise they would not pay. If the retention however of this word, after what I have stated above, still causes the Hon. Mr. Mandlik any uneasiness, it will be easy to put a proviso in the Bill somewhat to this effect: "Nothing in this Act shall be understood as conferring on the lessee, farmer, or contractor of any *steam coast* ferry the *exclusive* right of carrying goods."

I am sanguine, however, that the honourable gentleman will now see that there is no risk in leaving the Bill as it stands.—I have, &c.,

A. T. CRAWFORD, Collector.

No. 175 of 1876.

BOMBAY CUSTOM HOUSE, *25th January*, 1876.

To the CHIEF SECRETARY to GOVERNMENT, General Department.

SIR,—With reference to para. 2 of Government Resolution No. 73, dated 7th instant, I have the honour to state that, in my opinion, the passing of the Bill (No. 6 of 1875) into law would have a very injurious effect on the trade of those ports which are intended to be brought more immediately under its operation. By extending the meaning of the term "Ferry" and giving it a wider definition, which it is the object of the proposed law to do, all the carrying trade with Bankot, which is situated some 60 miles to the southward of Bombay and the other intermediate ports, will naturally pass into the hands of a monopolist. It will never compensate a ferry steamer running on alternate days to convey to Bombay the description of goods, consisting chiefly of firewood and other market

supplies, now daily imported by country craft, and the owners of such, at present engaged in the trade, will either have to come to terms with the contractor or be altogether ruined.

2. The carrying out of the measure, in addition to the hardship it would entail on the owners of country craft, would affect the supply and demand. It must follow, if market supplies from one source cease, or higher rates of freight have to be paid by dealers for bringing their commodities from ports which come under the restriction of the new law, that enhanced prices will be demanded. Hence the general public will suffer.

3. The Bombay markets are supplied with large quantities of vegetables, eggs, poultry, firewood, &c., from across the harbour, the carriers being bumboatmen. The country liquor and salt produced at Oran is brought across in small cargo boats. Under the provisions of the Bill the contractor could claim to carry the same to the exclusion of a large sea-faring class solely dependent for their living on this kind of trade.

4. If the definition of the term "Ferry" is to be extended so as to include "sea," it will be better if the restriction was made to apply to the conveyance of passengers only by none other than ferry steamers, a step which could be defended on the score of convenience as well as safety; for although the measure will materially curtail the earnings of a large number engaged in the conveyance of passengers, yet it will not be looked upon as so arbitrary or prove so detrimental as depriving them *in toto* of their only means of eking out a livelihood.—I have, &c.,

L. REID, Commissioner of Customs.

No. 226 of 1876.

SURAT COLLECTOR'S OFFICE, CAMP MOTA, 25*th Jan.*, 1876.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to Government Resolution No. 73, dated 7th instant, I have the honour to report as follows:—

2. Grain and other things are now sent by merchants to Gogo in native boats, which can conveniently stop near the bank of the river here, and to which men and women can take articles of traffic without difficulty; while the steamer plying between this and Gogo stops at some distance from the bank or where there is no tide, at a distance of miles from the city, so the engagement of extra small boats is always necessary for the conveyance of passengers, &c., to and from the steamer, which evidently causes a great deal of inconvenience. In the native boats, grain, &c., are often stored without packing them in bags, &c., while for the steamer regular packages are necessary, which put the merchants to extra charge. In order to induce the merchants to make use of the steamer for the conveyance of goods, the owner has fixed the same rate of freight as is charged for native boats, but owing to

the above difficulties, the merchants generally prefer the native boats as suitable conveyance.

3. I deprecate very strongly the application of any restrictions to any traffic but passenger traffic being made in the Act, and think that any such restrictions will operate very harshly on the inhabitants of Surat, and be of no advantage to any one but the steamer-owners.—I have, &c.,

W. R. PRATT, Acting Collector, Surat.

Referring to the Draft Bill No. 6 of 1875, published in the *Government Gazette*, dated 23rd November, I beg to point out that there is some ambiguity in the wording of the 1st section as to whether this Amendment Act would apply to my existing contracts, and as there appears no reason why the Act should not come into force generally on being passed, I beg to suggest that this section be amended as follows:—

"1. This Act shall come into force at once, and may be cited as the 'Bombay Ferries Amendment Act, 1875,' and shall be construed together with the Bombay Ferries Act No. II. of 1868 as one Act."

With regard to section 3, I would point out that the introduction of this section cannot affect my existing contracts, which have still some years to run, so that passing such a clause would not affect me, and Government would discover that they had enacted what they could not enforce; as regards future contracts I do not believe that any one would enter into a contract that did not contain a clause distinctly restricting the power of Government in this respect, by defining who they may deem fit specially to exempt.

It is very likely that in the course of a few years this Act may by arrangement be extended to Native States that are divided from British Territory like the Bhownuggur Territory, will be on the completion of the new Tapti Bridge, and it would be to the advantage of all parties that all exemptions should be a matter of contract.

There is also another way of looking at this clause from the general public view, who are asking whether it is honest that the Government should make use of the power vested in them to exempt their own servants from paying tolls at the expense of the general public. Should not the Government rather by paying tolls try and reduce rates in which they would share with the general public.

I have found that exempting sepoys with badges opened a great trade in badges, which were lent out on hire for the purpose of evading the payment of tolls.

Nothing is carried free by the railways.

I would therefore recommend that section 3 in the Draft Bill be expunged and the following substituted:—"In section 3 of the said Act the last twenty-nine words shall be omitted," reserving

all details as to exemption to be provided for in the lease or contract for the working of each ferry.

I would also recommend the introduction between sections 5 and 6 of this Bill of a section identical with section 6 of Act 3 of 1875:—"All police officers shall be bound to assist Toll Collectors when required in the execution of this Act, and for that purpose shall have the same power which they have in the execution of their ordinary police duties." As there are no Wharfingers or Pier Masters at each landing as at home, to regulate ingress and egress of passengers to and from the ferry steamers, it would be a great advantage that the toll-keepers and passengers should have the protection and assistance of the police on duty.

Bombay, 16th December, 1875.

No. 586 of 1876.

CAMP VIRWADA, *8th February*, 1876.

To the CHIEF SECRETARY to GOVERNMENT, General Department.

SIR,—I have the honour to forward for the consideration of Government some remarks by Mr. Shepherd, the contractor for the harbour ferries and also for the ferry between Gogo and Surat.

2. I do not think there is any ambiguity in the wording of section 1, nor do I think that there is any great force in his objections to the extra clause in section 3. It merely gives Government power to declare exemptions from payments of tolls; this power would of course not be exercised during the currency of a lease.

3. It is, however, very probable that the contractor is subjected to loss by a fraudulent use of sepoys' badges. It might be provided that the sepoys or peons entitled to exemption should be *bonâ fide servants of Government.*

4. I do not object to the provision suggested by Mr. Shepherd that all police officers shall be bound to assist the toll collectors when required to carry out the provisions of this Act.

5. I would suggest that the Act II. of 1868 should be incorporated in the new Act, and the old Act of 1868 repealed. It is very inconvenient to have to refer to both Acts to discover the law.—I have, &c.,

L. R. ASHBURNER,
Revenue Commissioner, N. D.

No. 946 of 1876.

BOMBAY, *14th February*, 1876.

To the CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to submit the Report called for by Government Resolution No. 73, dated the 7th ultimo, with reference

to the probable effect of the proposed alteration in the Ferry Act on the coasting trade.

2. The effect of declaring any ferry, as defined in section 2 of the Bill, to be a public ferry, will be to give the ferry steamers a monopoly of the coasting traffic to the exclusion of the country craft, by which at present the carrying trade is performed.

3. I am respectfully of opinion that this would be a measure of doubtful expediency in the interests both of the passenger and cargo traffic.

4. As regards passengers it may be observed that the moment a ferry boat ships cargo, however small the amount, she becomes subject to all the Customs rules provided under Act VI. of 1863 for regulating the coasting trade. At every port she touches at, all formalities as to entry, delivery and obtaining of documents, and port clearance will have to be strictly observed. This can hardly fail to cause vexatious delay to passengers and annoyance to the managers of the ferries.

5. As regards goods, it may be remarked that some of the ferry steamers, *e.g.*, that between Gogo and Surat and between Bombay and Alibag, Rewdanda, &c., do not ply at all during several months of the year. It is also very doubtful whether, even in the fair season, the ferries could provide for the whole goods freight of the district. It would be inconvenient to combine the goods and passenger traffic, and the difficulties interposed by Customs routine might lead the ferry steamers to refuse to carry goods except at exorbitant rates. It would at the same time be illegal for other vessels to carry them. It is noticeable that at present the ferry boats rarely ship cargo, but though legally entitled to the exclusive carriage of goods, they are practically restricted to carrying passengers and their baggage only, and the ordinary traffic of country vessels with cargo is not at all interfered with.

6. On the whole I am respectfully of opinion that the establishment of a monopoly in the goods traffic would be undesirable. For the safety and convenience of passenger traffic, a monopoly is perhaps *just* justifiable as steamers otherwise cannot run; but there is no such argument of general convenience as regards a monopoly for the carriage of goods. The coasting traffic has suffered severely from the competition of the railway, the present Bill, even if restricted to passengers only, would affect it to some extent, as it is a common practice for country boats to carry goods one way and passengers by the return journey; but to deprive country vessels of the traffic in goods also, will be a serious hardship, and at the same time would, there is reason to fear, be productive of considerable public inconvenience.—I have, &c.,

A. D. CAREY, Acting Collector of Salt Revenue.

No. 384 OF 1876.

CAMP WAGRA, 15*th February*, 1876.

To the ACTING CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to Government Resolution No. 73 of the

7th ultimo, I have the honour to report that there are no ferries in the Broach District such as that plying between Surat and Gogo, and that I don't think the proposed alteration in section 14 of Act II. of 1868 is likely to affect appreciably the carrying trade in goods of Broach.

2. As no ferry steamer serves any place in this district, the statement called for cannot be furnished.—I have, &c.,

J. G. WHITE, Collector.

No. 715 of 1876.

TANNA COLLECTOR'S OFFICE, BANDORA, 22*nd February*, 1876.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In answer to Government Resolution No. 73 of 7th ultimo, I have the honour to state my opinion that the prohibition of private traffic on creeks or along the coast where there may happen to be a ferry would be most oppressive and in every way objectionable.

2. The provisions of the present law, which virtually prohibits the carriage of passengers or goods by private persons in the neighbourhood of a public ferry, have always appeared to me so severe as to be practically incapable of being enforced, and to be really and fairly applicable only to such short crossings across small rivers as are commonly met with in England. There are many ferries across creeks in this and the Rutnagherry Collectorates where the ferry boat plies so seldom, that great inconvenience would be caused if the prohibition against private carriers were enforced. The case is stronger as to the so-called ferries now about to be legalised. For instance, the carriage of passengers and goods from Oran, Oolwa, and Dharamtar would be a monopoly of the Steam Ferry Company, which sends a steamer once a day to those places at such times that it is impossible for passengers to go there and back, if they have any business at either end, within 24 hours. Moreover, this company last year, and probably now, had only two steamers to work three ferries, the consequence being that the smallest detention on one voyage would inevitably throw out that day's trip for one of the other two voyages, while the accidental break down of one steamer would for the time stop two out of the three ferries. I believe that in point of fact this Company has never strictly enforced its monopoly even as regards passengers, while as regards goods it takes none at all, for the simple reason, I presume, that the short time which their arrangements allow them to stay at each place would not allow of their receiving and discharging heavy packages. But it is evident that if an individual or a company has a monopoly, it can be worked as profitably, and a good deal more easily, by taking a fee from those whom it allows to encroach on its monopoly as by doing all the work by its own boats.

3. The case is even stronger when a voyage between places so distant as Bombay and Bankot is considered to be a ferry trip, and I must say I think it is rather a violation of the ordinary use of

language so to apply the word ferry at all. If this monopoly were granted and enforced, it would practically ruin all the trade carried on by native vessels within those limits; and as there is no reason why Bankot should be the limit of these ferries any more than Ratnagherry or Carwar, it is evident that under this Act the whole coasting trade might be taken away from its present possessors and given over to the monopolists. Now, a large experience of the seafaring people of this part of the coast enable me to say that they are a very industrious and interesting class, and the depression under which their carrying trade has for some years suffered, is a great matter of regret. To increase this *might* of course be necessary in the interests of the public; but it is quite certain that it is not so, for not only do passengers now get down the coast in pattimars, &c., at extraordinarily low rates, but they also in many cases go quite as quickly as in the smaller steamers, and a good deal more comfortably, for the wind is so steadily from the north for a great part of the five seasons that a quick voyage down the coast in a good boat can always be calculated on. And although coming up the coast it is quite different, yet the small steamers, which of course are the best that can be hoped for on this line, are generally so bad that they remain in harbour when it is blowing anything like hard against them almost as certainly as the sailing boats do. I am quite clear, therefore, that no monopoly, whether granted to a Steam Company or a Pattimar Company, can ever be to the interests of the public, not even if the monopoly were confined to the carriage of passengers.

4. My opinion is that the prohibition in section 14 of the present Act should not be allowed to extend to any ferry in which there is only one regular trip in the day. This would perhaps lead to a slight loss of revenue, but certainly to the greatly increased convenience of the public. And if Government still thinks it necessary to keep up the prohibition as regards the trips across the harbour, it certainly should not extend to those down the coast: in fact, I should much prefer to see the words "or sea" in para. 2, line 8 of the Draft Act, omitted.

5. Mr. Allen and Mr. Frost have both reported strongly against the prohibition being extended to goods, or rather against the present prohibition as to goods being enforced. Mr. Allen adds his opinion that "the *entire* monopoly of traffic by Government would be as lucrative to itself and as beneficial to the public as that of correspondence," but thinks that to make it over to contractors would be oppressive. I certainly do not agree with the first part of this opinion which however it is scarcely necessary now to discuss. I presume that Government does not, in applying the Ferry Act to creek and sea voyages, look to its own emolument, but only to the benefit of the people, and this, I feel sure, will not be furthered by restricting the carrying of passengers or goods up and down the coast by private boats.—I have, &c.,

A. K. NAIRNE, First Assistant Collector in charge.

APPENDIX 1.

———:o:———

HIGH RATES CHARGED BY THE G. I. P. RAILWAY COMPANY FOR CARRIAGE OF COTTON TO BOMBAY.

No. 67 of 1876.

Bombay, 14*th March*, 1876.

H. P. LeMesurier, Esq., Agent, G. I. P. Railway Company, Bombay.

Sir,—Representations having been made to the Chamber of Commerce, by merchants largely interested in the cotton trade, regarding the very high rates which the G. I. P. Railway Company are now charging for the carriage of cotton to Bombay, the subject has been under the consideration of the Committee, who direct me to address you upon it.

The price of cotton has now fallen to a little over 4d. per lb., and you may have observed the statement in several of the recent published telegraphic advices that, even at this low price, Indian cotton, owing to increasing supplies from America, was hardly saleable. The prices now ruling barely cover the cost of producing it, and the charges of laying it down in European markets, and it will doubtless occur to you that, when the article has reached this stage, excessive charges of any kind will tend to curtail the production of, and deprive India of her trade in cotton.

Never since August 1860, nor consequently since the extension of the G. I. P. Railway into the cotton districts, has the price of cotton stood so low as it is now. In the year 1863, during which the Railway Company delivered 41,000 tons of cotton, the price of Fair Dhollera ranged from 16d. to 21½d. per lb. in November, 1869, about 4½ years after the close of the American war, it fluctuated

between 8$\frac{3}{4}$d. and 9$\frac{1}{8}$d. ; and last year, the price in January was quoted at 5$\frac{1}{4}$d., and in December at 4$\frac{11}{16}$d. per lb. The price now is 4$\frac{3}{16}$d., but the article has still a falling tendency, having to contend against the large and annually increasing supplies from other countries. When cotton stood at 8d. or 10d. per lb., high rates of carriage had perhaps no material effect on the trade, but the Committee find that, although prices have for some years been gradually falling, not only have the G. I. P. Railway Company made no reduction in their rates for carriage, but that their present rates for full-pressed cotton (and it may almost be said that the G. I. P. Railway Company carry only full-pressed cotton now) are on the contrary actually higher than the rates charged a few years ago.

In proof of this statement, the Commitee beg to refer to the following table which gives a comparison between the 1869 and the 1876 rates from three of the principal stations on the G. I. P. line to Bombay. The comparison is between the rates named in the list published by the General Traffic Manager on the 1st November 1869, and the rates now in force:—

To Bombay From	1869 Rate per maund including cartage.	1876 Rate per maund *not* including cartage.	Increase in 1876.	1869 Rate per ton including cartage.	1876 Rate per ton *not* including cartage.	Increase in 1876.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Oomraotee...	1 6 7	1 10 11	0 4 4	38 8 11	45 15 3	7 6 4
Khangaum..	1 3 10	1 6 0	0 2 2	33 13 9	37 9 0	3 11 3
Julgaum ...	0 15 3	1 2 6	0 3 3	26 0 7	31 9 4	5 8 9

Although the 1869 rates were so much lower than the present rates, the former included cartage (for which the Railway Company in 1869 paid, the Committee believe, Rs. 2 per ton) whereas the latter do not include cartage. It is true that the present rates include railway carriage to Colaba, but the Company's extra charge to Colaba, as compared with the Borce Bunder rate, is only 1 pie per maund—say 2$\frac{1}{2}$ annas per ton.

It is, the Committee need hardly point out, self-evident

that a charge of nearly a half penny per lb. for the carriage from Oomraotee to Bombay of cotton which is worth but little more than 4d. per lb. will help materially to check the cultivation of cotton in the Berars. At Re. 1-10-11 per maund the exact cost per lb. is 3·97 pies. That it is possible for a Railway Company to carry cotton a distance of 438 miles for considerably less than Rs. 46 per ton is proved by the fact that the Bombay, Baroda and Central India Railway Company now carry cotton from Wudwan to Bombay, a distance of 389¼ miles, for Rs. 17 per ton, and yet manage to show very fair net traffic receipts ; and if further proof were necessary it could be found in the East Indian Railway Company's Goods Tariff, in which cotton under class E (which nearly corresponds with Bombay full-pressed bales) is carried from Delhi to Howrah, a distance of 1,018 miles for Rs. 48 per ton, or very little more than the G. I. P. Railway Company charge for carrying it from Oomraotee to Bombay, a distance of only 438 miles.

In making this representation to you on behalf of the mercantile community, the Committee of the Chamber desire me to express their hope that the exigency of the case will induce you to give it your immediate and favourable consideration, and that any reduction you may be pleased to make be made applicable to all stations from which cotton is brought to Bombay, and to cotton in whatever form it may be brought, whether in full-pressed bales, half-pressed bales, or docras.—I have, &c.,

J. GORDON, Secretary.

No. 2020.

GREAT INDIAN PENINSULA RAILWAY COMPANY'S OFFICES,

BOMBAY, 16*th March*, 1876.

J. GORDON, Esq., Secretary to the Chamber of Commerce.

SIR,—In reply to your letter of the 14th instant, I have the honour to state that, although with all due respect, I must decline to accept the accuracy of the Chamber's figures, or the soundness of the arguments, still, I am in a position to inform them that, in pursuance of instructions from my Home Board received by to-day's mail, in reply to . . .

representations sent from this office, I have issued orders for certain modifications in our goods rates generally, which will materially benefit traders, at very considerable sacrifice of our revenue, and that I would prefer to watch the result of the experiment we are about to make before again considering any further reductions in our charges.—I have, &c.,

HENRY P. LEMESURIER, Agent.

No. 83 OF 1876.

CHAMBER OF COMMERCE, BOMBAY, 10*th April*, 1876.

The AGENT of the GREAT INDIAN PENINSULA RAILWAY COMPANY, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2020 of the 16th ultimo.

In that letter you say that you "must" decline to accept the accuracy of the Chamber's "figures." The figures referred to are, the Committee presume, those which appear in the table giving the comparison between the 1869 and the 1876 rates, and they would be much obliged to you if you would point out the inaccuracy. The 1869 rates were taken from a list of charges signed by Mr. Conder: the 1876 rates are what merchants are now paying. As, however, you distinctly decline to admit the accuracy of the figures, there may possibly be some error which the Committee are unable to detect, and they would be very glad if you would point it out.—I have, &c.,

J. GORDON, Secretary.

N.B.—To this letter no reply has been received from the Agent of the G. I. P. R. Company.—[SEC. CHAM. OF COM.]

APPENDIX J.

———:o:———

THROUGH RATES FOR CARRIAGE OF PIECE GOODS AND YARNS BY RAILWAY BETWEEN BOMBAY AND MADRAS.

No. 755 OF 1876.

P. W. DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 21*st June*, 1876.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward for the consideration of the Chamber extracts from correspondence, &c., as per margin, and to request the favour of an expression of their views on the question referred to in the 5th para. of the Consulting Engineer's Report dated 14th instant.—I have, &c.,

1. Letter from Government of Madras, No. 677 of 10th March, 1875.
2. Extract para. 2, letter from Government of India, No. 1364-R, dated 31st May, 1875.
3. Minutes of Officers' Meeting, G. I. P. Railway Company, No. 11 of 5th April, and No. 20 of 27th April, 1876.
4. Extract from Report by Consulting Engineer for Railways, No. 2159 of 14th June, 1876.

H. F. HANCOCK, Lieut.-Col., R.E.,
Under-Secretary to Government.

No. 677.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 10*th March*, 1875.

From Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, to the SECRETARY to the GOVERNMENT of BOMBAY.

Railway, No. 32.

G. O. No. 135, dated 16th January, 1875.

SIR,—The Government of India having in the papers, of which copies are herewith transmitted, suggested for consideration the establishment of a cordial understanding in respect to

through traffic between the East Indian, Great Indian Peninsula, and Madras Railways, the Agent and Manager of the Madras Railway was requested to favour the Government with his views on the subject.

2. In reply, Mr. R. B. Elwin submits a communication from the Traffic Manager, from which it would appear that the Madras Railway Company are desirous of fostering a through traffic of piece-goods which is now largely monopolized by steamers between Madras and Bombay, and that they have proposed to the authorities of the Great Indian Peninsula Railway a uniform rate, to be divided between the two Companies according to mileage. To this arrangement, however, the latter Company decline to accede, suggesting instead conditions which the Madras Company consider themselves precluded from accepting.

3. I am accordingly to request that you will be good enough to lay the subject before His Excellency the Governor in Council with a view to the adoption of some fixed principle in cases of this description.—I have, &c.,

G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Extract of a Letter from the Government of India, No. 1364-R., dated 31st May, 1875.

Para. 2.—It appears that with a view to secure the traffic of Piece-goods, the larger portion of which is now carried by sea between Madras and Bombay, the Madras Railway Company proposed a uniform through rate of 11 pies per ton per mile, to be divided between the two Companies in proportion to their respective mileages, but that the Great Indian Peninsula Railway authorities, instead of agreeing to this proposal, offered to reduce their own rate to 12 44 pies, if the rate on the Madras Railway were reduced to 9 pies per ton per mile. According to the rate proposed by the Madras Railway, the through rate from Bombay to Madras would, it is said, amount to Rs. 1-12-0 per maund, and as in this rate allowances appear to have been made for the extra mileage on account of Bhore Ghaut incline, it is not clear why the G. I. P. Railway Company are disinclined to accept it. The Government of India think it desirable that the rate for through traffic of any particular description of goods should, upon contiguous Railways, be the same. I am, therefore, to request that you will invite the attention of the Agent of the G. I. P. Railway to this subject, and report for the information of the Government of India what steps are proposed to be taken.

Minutes of Officers' Meeting, G. I. P. Railway Company, No. 11 *of* 5*th April, and No.* 20 *of* 27*th April,* 1876.

Through traffic in piece-goods between Madras and Bombay.

11. With reference to the question of through traffic in piece-goods between Madras and Bombay, the Agent stated that no reply had yet been received to a reference to the Madras Chamber of Commerce.

Through traffic in piece-goods between Madras and Bombay.

20. The question of through traffic in piece-goods between Madras and Bombay, referred to in Minute No. 11 of the 5th April, was discussed again. It appeared, from the statement of the traffic in piece-goods carried between the two places, that the quantity carried was, in 1873, about 171 tons, in 1874, 445 tons, and in 1875, 531 tons; and the Agent stated that he did not consider it expedient to make any alteration in this Company's rate for piece-goods with a view to the possible attraction of this small quantity at the risk of disturbing the present intermediate rates, which appear to give general satisfaction, and to be of such a character as to encourage a steady increase of business.

And as regards the through rates generally, upon which the Madras Government have asked that some fixed principle should be adopted, it was pointed out that the principle is laid down in the agreement for interchange of traffic between the two Companies, which states that the through rates are to be composed of the sum of the local rates of each Company. This is the same principle as is adopted in the agreement which the G. I. P. Railway Company have with the East Indian and other Railways that have through booking arrangements with them.

Extract paras. 2 *and* 5 *from Report by the Consulting Engineer for Railways, No.* 2159, *dated* 14*th June,* 1876.

2. The traffic in question appears to consist of piece-goods imported into Bombay which, not finding a ready sale here, are re-exported to Madras by steamer. It does not appear that there is any regular trade in piece-goods between England and Madras, via Bombay, nor is it probable that the combined freight and railway charge by that route will ever be reduced below the freight charge from England to Madras by sea. The quantity of piece-goods sent from Bombay to Madras by steamer was in 1873 about 171 tons, in 1874, 445 tons, and in 1875, 531 tons, and the G. I. P. Railway Company do not care to compete with the steamers for a traffic so small and uncertain.

3. The Madras Railway Company, however, proposed a through rate which was a good deal less than the sum of existing local rates for piece-goods with a view to attract this traffic, and they proposed that the through rate should be divided between the two Companies in proportion to mileage; on this plan the reduction

in rate over the G. I. P. would have been larger in proportion to the existing rate than over the Madras Railway, and the G. I. P. Railway Company objected to giving up what they considered was more than their fair share.

4. Though the G. I. P. Railway Company appear to be theoretically right according to the agreement between the two Companies referred to in the Minute, their policy would be very questionable were any large amount of traffic involved. I should certainly protest against their throwing away a chance of profitably increasing revenue for any petty question as to the proportion in which the through rate should be divided between the two Companies, but, if I understand the matter aright, the interests actually involved are trivial.

5. I think, however, it would be advisable to refer to the Chamber of Commerce to ascertain whether there would be any likelihood of a remunerative through traffic in piece-goods or other article of trade springing up between Madras and Bombay were the through rates reduced, or whether, in other words, the Railways could compete successfully with the sea route for *through* traffic.

No. 151 of 1876.

Bombay Chamber of Commerce, 10*th August*, 1876.

Lieutenant Colonel H. F. Hancock, R.E., Under-Secretary to Government, Public Works Department, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 755 of the 21st ultimo, requesting the favour of an expression of the views of the Chamber on the question referred to in para. 5 of the Report of the Consulting Engineer for Railways, No. 2159, dated 14th idem, namely, whether there would be any likelihood of a remunerative through traffic in piece-goods or other articles of trade springing up between Madras and Bombay were the through rates reduced, or whether, in other words, the Railways could compete successfully with the sea route for *through* traffic.

The question has arisen out of a proposal made by the Madras Railway Company that, with a view to secure the traffic of piece-goods, the larger portion of which is now carried by sea between Madras and Bombay, a uniform through rate of 11 pies per ton per mile, to be divided between the two Railway Companies in proportion to their respective milcages, should be adopted.

The Madras Railway Company doubtless intended that the traffic of "piece-goods," which they wished to attract from the sea-route, should include that of twist or yarn, as

well as cloth; and in this view of the case there is a considerable discrepancy between the quantities stated by the G. I. P. Railway Company in these papers, as having been carried between the two places, by sea, in the years 1873, 1874, and 1875, and the quantities manifested at the Bombay Custom House for export in those years from Bombay to Madras alone.

The quantities so manifested were as follows :—

Cleared in			
1873.....	4184 Packages	Twist at 300 lbs. each	.....600 tons.
„ ...	727 „	Piece-goods at 300 „	..... 98 „
	5211 Packages		Tons 698
1874.....	4944 Packages	Twist at 300 lbs. each	.....662 tons.
„ ...	800 „	Piece-goods at 300 „	.....107 „
	5744 Packages		Tons 769
1875.....	6106 Packages	Twist at 300 lbs. each	.....817 tons.
„ ...	1303 „	Piece Goods at 300 „	.....175 „
	7409 Packages		Tons 992

The number of packages of twist and piece-goods thus shown to have been exported to Madras in the years 1873, 1874, and 1875, was supplied by the Chamber to the G. I. P. Railway Company on the 10th April last, and indicate a total of 698 tons in 1873, 769 tons in 1874, and 992 tons in 1875, and not 171 tons, 445 tons, and 531 tons, respectively, as stated by the G. I. P. Railway Company.

The Consulting Engineer for Railways remarks that this traffic appears to consist of piece-goods imported into Bombay which, not finding a ready sale here, are re-exported to Madras by steamer. But he omits all reference to local manufactures, of which this traffic is partly composed, and which will doubtless be exported hereafter in largely increasing quantities.

There is probably no other Railway Company in the world which would have rejected the opportunity of acquiring an important traffic such as this ; but the Chamber is not surprised that the G. I. P. Railway Company did not consider it expedient to make any alteration in their rates with a view to the possible attraction of it, at the risk of disturbing the present intermediate rates, for the policy of that Com-

pany has always been to resist to the utmost all proposals for lowering rates, and apparently without reference to the results aimed at. They are constantly opposing reductions on the ground that the bulk of their "down" goods trains consist of empty waggons; yet when a proposal is made, as in this case, which aims at attracting "down" traffic to their line, they are disinclined to entertain it. The Chamber considers that a considerable trade, particularly in cotton manufactures, is likely to develope itself between Bombay and Madras if every reasonable encouragement is given by the Railway Companies.

From the extract, however, of the letter of the Government of India No. 1364, the G. I. P. Railway Company appear subsequently to have offered to reduce their own rate to 12·44 pies, if the rate on the Madras Railway were reduced to 9 pies per ton per mile. This offer seems to have been based on the idea that because the mileage from Bombay to Raichore is greater by 91 miles than from Raichore to Madras, the Madras Railway would, with a uniform through rate, have a proportionate advantage. It appears to the Chamber that the Madras Railway Company's proposal was reasonable, and should receive the support of Government. While the G. I. P. Railway Company would have the advantage of carrying the goods, which the reduced rates would attract, over a longer distance in waggons which would otherwise run empty, a greater number of important markets on its line would be reached, or new markets created, and an increased business thereby induced.

In para. 3 of their letter No. 677 of the 10th March last, the Madras Government requested that the subject should be laid before His Excellency the Governor in Council with a view to the adoption of some fixed principle "in cases of this description,"—a reasonable suggestion which the G. I.P. Railway Company evaded by a reference to the agreement between the two Companies for "through rates generally." Special arrangements of the kind proposed by the Madras Railway Company are constantly being made at home, as, for instance, in the combinations of the North British, North Eastern, and Great Northern Railway Companies to attract, by low rates, the traffic which found its way to the line of steamers plying between Leith and London,—and the Chamber sees no reason to doubt that

the system, which has been so successful in England, could be introduced into India with similar good results beneficial alike to the Railway Company and to the public.

In conclusion, I am directed to express the hope of the Chamber that the proposal of the Madras Railway Company will receive the support of His Excellency the Governor in Council.—I have, &c.,

J. GORDON, Secretary.

No. 1126 of 1876.

P. W. Department (Railway),
Bombay Castle, 14*th September*, 1876.

To the Secretary to the Chamber of Commerce.

Sir,—With reference to correspondence ending with your letter No. 151, dated 10th August, I am directed to inform you that a copy of that letter has been sent to the Agent, G. I. P. Railway Company, who has been informed that without endorsing all the opinions expressed by the Chamber, and especially the remarks respecting the alleged general policy of the Railway Company, the Government of Bombay are yet of opinion that it is very desirable to encourage and as far as possible develop the through traffic in piece-goods and yarns between Bombay and Madras by rail, that this traffic is, as the Chamber represent, likely to increase, as markets are opened both for European and local manufactures; that as a uniform through rate of 11 pies per ton per mile would give the Railway Company a profit, while it would tend to encourage the traffic, Government do not think that any nice difference as to its apportionment between the two Railway Companies ought to be allowed to interfere with its introduction, and would be glad to see it adopted; and that Government are further of opinion that through traffic may properly be charged at a uniform mileage rate to be determined with the mutual consent of the Companies concerned.

2. I am directed at the same time to point out to the Chamber that the run of empties in 1875 and 1876 has been *from* and not *towards* Madras.—I have, &c.,

W. A. BAKER, Lieut.-Col., R.E.,
Under-Secretary to Government.

APPENDIX K.

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B. B. AND C. I. RAILWAY CARTING AGENCY.

No. 3704 of 1875.

Consulting Engineer's Department,

Bombay, *4th November*, 1875.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—The Baroda Railway Company's contract with Mr. Byramjee Nusserwanjee for delivery of goods in Bombay will expire at the end of the current year, and I have the honour to inquire whether, in the opinion of the Chamber of Commerce, it will be expedient that the Railway Company should enter into a fresh contract.

2. The experiment made this year by the G. I. P. Railway Company of dispensing with a Carting Agent appears to have been successful.—I have, &c.,

H. F. HANCOCK, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

No. 257 of 1875.

Bombay Chamber of Commerce,

Bombay, *17th November*, 1875.

Lieutenant Colonel Hancock, R.E., Consulting Engineer for Railways.

Sir,—The Committee of the Chamber, having considered your letter No. 3704, dated 4th instant, direct me to inform you that the experiment made this year by the G. I. P. Railway Company of dispensing with a Carting Agent has been so successful, and has given so much satisfaction to all persons importing produce into Bombay by that Railway,

that, in their opinion, it would not be expedient that the B. B. & C. I. Railway Company should enter into a fresh contract.—I have, &c.,

J. GORDON, Secretary.

No. 1385 OF 1875.

P. W. DEPARTMENT, (Railway),

BOMBAY CASTLE, *4th December*, 1875.

From the Acting Agent, Bombay, Baroda and Central India Railway Company, No. 3906, dated 25th October, 1875.

In reply to a reference, submits reports from the Acting Traffic Manager and from the Chief Auditor, Bombay, Baroda and Central India Railway Company, on the subject of the employment of Carting Agencies in Bombay and at Surat, Broach, Baroda, and Ahmedabad.

The Acting Agent concurs with the Acting Traffic Manager and Chief Auditor in opinion that it is desirable to retain a Carting Agency in Bombay, but that at district stations these Agencies are less necessary. The present contractor in Bombay has offered to undertake the work at a reduction of 25 per cent. on the rate which he at present receives.

From the Secretary to the Chamber of Commerce, dated 17th November, 1875.

States, in reply to reference, that the experiment made this year by the Great Indian Peninsula Railway Company of dispensing with a Carting Agent has been so successful, and has given so much satisfaction to all persons importing produce into Bombay by that Railway, that, in their opinion, it would not be expedient that the Bombay, Baroda and Central Indian Railway Company should enter into a fresh contract.

From the Consulting Engineer for Railways, No. 3938, of 27th November 1875.

Submits the papers, and states that the Agent, Mr. Currey, who has seen the letter of the Chamber of Commerce, and discussed the subject with him, is reluctant to dispense with the Carting Agencies.

Read again Government Resolution No. 558, dated 19th May, 1875.

RESOLUTION.—In the Resolution of 19th May, 1875, the Agent, Bombay, Baroda and Central India Railway, was requested to consider the expediency of introducing on that

Railway the alterations in system of charges which have been approved of by Government for the Great Indian Peninsula Railway Company, viz., the absorption of terminals in the general rates, and the adoption of a simple scale of station to station charges, in lieu of the present compound rates.

2. The abolition of the Carting Contracts on the Great Indian Peninsula Railway having given general satisfaction to the public, and the Chamber of Commerce having pronounced so decidedly in favour of a similar arrangement on the Bombay, Baroda and Central India Railway, Government are not prepared to sanction the continuance of the Carting Contracts.

3. It is of couse to be clearly understood, in introducing the new scale of charges, that the public are to receive the benefit of the saving effected by the abolition of Carting Agencies.

4. The Agent should report on the whole subject with the least possible delay.

M. K. KENNEDY,
Major-General, R.E., Secy. to Govt.

No. 4039 OF 1875.

CONSULTING ENGINEER'S DEPARTMENT,

BOMBAY, *6th December*, 1875.

Copy forwarded to the Secretary to the Chamber of Commerce with reference to his letter dated 17th November, 1875.

H. F. HANCOCK, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

No 136 OF 1876.

P. W. DEPARTMENT (RAILWAY),

BOMBAY CASTLE, *31st January*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 17th Novem-

ber last. I am directed by His Excellency the Governor in Council to forward, for such remarks as the Chamber may see fit to offer, a Memorial from the native cotton and grain merchants of Bombay relative to the abolition of the Carting Agency on the B. B. & C. I. Railway.—I have, &c.,

H. F. HANCOCK, Lieut.-Col., R.E.,
Under-Secretary to Government.

BOMBAY, 13*th January*, 1876.

To the Hon. General KENNEDY, R.E., Secretary to Government, Public Works Department, Bombay.

The Humble Memorial of the undermentioned Native Merchants of Bombay

RESPECTFULLY SHEWETH,—That the undersigned native merchants beg to represent to Government, through the Hon. General Kennedy, what they consider to be a great grievance, and to request that steps be at once taken to remedy the same.

The abolition of the Carting Agency on the B. B. & C. I. Railway is causing them great inconvenience, more especially at Colaba, and they believe that because the Carting Agency has been abolished by the G. I. P. Railway Company that Government think it can be done on the Bombay and Baroda Railway without much annoyance to consignees. This, your memorialists beg respectfully to state, is not the case, as the circumstances of the two Railways are entirely different.

For instance, on the G. I. P. Railway there are sheds under which cotton and other goods can be stored when the rains set in, but there are none on the Baroda Railway at Colaba.

The G. I. P. cotton season is over before the monsoon breaks out, but the Baroda Railway cotton season is then at its height. At this time merchants are obliged to remove their Juthas from the Cotton Green and have to order their cotton to be carted to their godowns in different parts of Bombay, and when it is raining the cotton cannot be carted sometimes for days, and it has to remain in trucks, and the merchants will have to pay heavy wharfage or demurrage charges.

At this time cart-hire is very high, and therefore the abolition of the Carting Agency will put the undersigned to great loss and inconveniences.

Further than this, as your memorialists do not keep their own carts, it is impossible for them to hire carts and convey their cotton from the Railway Station and the Juthas at the same time. They are also afraid of the cart-owners combining and raising their rates for cartage, which will put them to further loss. They have also to engage men to load the carts, as the Company do not do this, the carts are often delayed and they have to pay extra for this.

Under the Carting Agency they had their goods delivered without trouble, but now it is abolished they have to go daily to the station to know whether the goods have arrived for fear they may have to pay wharfage charges, and this takes up much of their valuable time.

Your memorialists beg to be allowed to assure you that while they fully believe that in abolishing the Carting Agency the Government were of opinion that they were contributing to your memorialists' convenience and interest, yet they beg to add that Government were labouring under a wrong impression. They have been told that the Chamber of Commerce asked for the abolition of the Agency ; but they respectfully request to be allowed to state that the Bombay Chamber of Commerce is a very small body of merchants in comparison with the number outside the Chamber, and that their interests are not always in harmony with those of the native merchants, and that as your memorialists are the real consignees of the great bulk of the cotton that arrives in Bombay by the Baroda Railway their wishes ought to have been consulted in the matter before any change was made, when they would have made the Government aware of what were the real state of their feeling on this question.

Your memorialists also hope Government will not be offended when they point out to them that the merchants who use the line are the best judges of what suits them and the trade, and therefore they are surprised to find that the Government has taken such a step as will, instead of facilitating their commercial operations, subject them to all manner of petty annoyances.

Your memorialists, therefore, respectfully pray that you

will recommend the Government to order the Railway Company to again make arrangements for delivering their goods the same as is done in all the large cities and towns in England.

	Bales Cotton.
Nuthoobhoy Soorchund...	12,903
Goculbhoy Moolchund ...	2,523
Choonilal Lowjeebhoy ...	...
Rowchund Amoolukdass..	769
Veerchund Curumchund .	1,551
Pestonjee Nusserwanjee..	6,603
Dayabhoy Dossabhoy.....	850
Panachund Javerchund...	3,145
Morarbhoy Vizbhookhun.	379
Vurjeevandass Vullubdass.....	2,812
Tribhowandass Hurivulubdass	5,926
Gordhundass Purshotumdass	3 078
Munsookhram Candass ...	3,838
Lehrchund Dewchund ...	...
Nanchund Javerchund ...	111
Venichund Joitadass	1,100
Vullubram Hemchund ...	513
Moolchund Jumnadass ...	735
Jeevraj Balloo	1,082
Ookerda Khetsee.....	...
Kaivuldass Tricumdass...	152
Vohra Shaik Adum Esoofbhoy.....	516
Rungildass Ambalal	1,436
Bhaichund Joomkaram...	584
Vohra Moosajee Khanbhoy	2,375
Venichund Fakeerchund	1,011
	Wool.
Ramnaran Morlidhur.....	1,080
Sivnath Luxminaran	68
Poonumchund Panguria..	573
Soonderjee Ragowjee.....	...
Sivram Rajbux	345
	Cotton.
Vadilal Munsookram & Co.	5,322
Vijbhoocandass Nagundass.....	250
Tapidass Vurjdass & Co..	...
Dewjee Bhojraj	86

	Bales Cotton.
Maneckchund Mulook chund..	...
Gowanjee Dewjee	...
Chapsee Assaria	...
Bhuwanjee Hurbham.....	...
Vuda Laljee	...
Lowjee Madhowjee.....	...
Sulamanjee Mahumudalli.	...
Sulamanjee Hubaboola ...	...
Tyebjee Shaikbhoy	...
Vulubjee Gopalchund.....	...
Vustaram Tribhowan.....	...
Munjee Bhimjee	...
Dewjee Madanjee	...
Gocaldass Topun.....	...
Coobair Hurkha	...
Hurilal Choonilal	...
Culliandass Damodhur ...	...
Negindass Mohcumchund	...
Shakulchund Moolchund .	...
Abdool Hoosain Jaccoodin	...
Allibhoy Dossajee	...
Esmaljee Dossabhoy	...
Abdool Tyeb Esmaljee ...	...
Hububbhoy Moosabhoy...	...
Salaibhoy Jafferbhoy.....	...
Chandabhoy Allibhoy ...	...
Kustoorchund Tarachund	...
Mansookhram Oomedram	133
Mansookhbhai Poonjaram	88
Toolsidass Morarjee	888
Jugga Ludha	894
Tribhowandass Jadowjee.	1,358
Moteechund Santokchund	35
Mooljee Veljee	...
Naronjee Bhimjee	2,089
Mooljee Ramjee	523
	Wool.
Kalianjee Pitamber	27
Moteechund Jetha	358
Munordass Hurukchund..	641
Hurjeevandass Jetharam.	...
Mooltanchund Kheecha...	...
Kheemajee Veerbhan.....	...
Joowarimul Vurdhachan.	...

No. 54 of 1876.

BOMBAY CHAMBER OF COMMERCE, *25th February*, 1876.

Lieut.-Col. HANCOCK, R.E., Under-Secretary to Government, Public Works Department.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 136 of the 31st ultimo, forwarding for such remarks as the Chamber may see fit to offer, a memorial from certain cotton and grain merchants and others, relative to the abolition of the Carting Agency of the B. B. and C. I. Railway.

The reasons put forward by the memorialists for the restoration of the Carting Agency are :—

1. That there are no sheds at the B. B. and C. I. Railway goods terminus at Colaba, under which cotton and other goods can be stored when the rains have set in ; and
2. That under the Carting Agency they had their goods delivered without trouble, but that now that it is abolished, they have to go daily to the station to ascertain whether the goods have arrived for fear they may have to pay wharfage charges, and this takes up much of their valuable time.

The first of these reasons appears to the Chamber to show nothing more than this that, in return for the terminal charges which they have hitherto been levying, the B. B. and C. I. Railway Company have neglected to provide the sheds which were necessary for the protection of the property of their constituents In their analysis of public merchandise in the half-year ending 30th June 1875, the B. B. and C. I. Railway Company show that 48,753 tons of cotton were carried, and the Chamber considers that a trade which contributes so largely to the revenue of the Company ought—as it would be at any other great depot in the civilized world—to be furnished by the Company with every accommodation requisite for the convenience of the traders, and for the protection of their goods. But the fact of there being no sheds at the Colaba goods terminus of the B. B. and C. I. Railway is no reason for the re-establishment of a Carting Agency which burdens the trade with a much heavier charge

than is the case when merchants are, with reasonable facilities, allowed to do the work themselves.

With regard to the trouble to which the memorialists allege they are put in having to go daily to the station to ascertain whether their goods have arrived, lest they may have to pay wharfage charges, I am directed to observe that this inconvenience would not exist under a proper system of management on the part of the B. B. and C. I. Railway Company. Instead of forwarding, from up-country stations, the invoices of goods by the same goods trains, which necessarily prevents the advice notes of the consignments being sent to the consignees until after the arrival of the goods, it is the practice of the G. I. P. Railway Company to despatch the invoices by the mail trains, or other earliest opportunities, by which plan they are enabled generally to issue the advice notes before the goods arrive. They also employ an adequate number of servants to distribute the advice notes; and by their attention to these and other details, consulting the convenience of, and giving reasonable facilities to, their constituents, instead of subjecting them to petty annoyances, the abolition of the Carting Agency on that Railway has been most successful, and has given general satisfaction; and there appears to the Chamber to be no reason why, under similar good management, and more liberal treatment, the like good results should not flow from the abolition of the Carting Agency on the B. B. & C. I. Railway.

It is seldom that much cotton comes to Bombay after the rains have fairly set in, but—apart from the obligation resting on a Railway Company to provide whatever sheds are necessary for the protection of the goods of their constituents—it is clear that if the same facilities were afforded to merchants in removing their cotton, as the B. B. & C. I. Railway Company allowed to their last Carting Agent, there could be no ground for complaint. Neither need there be any apprehension that, in a town where 4,800 public and private carts are plying for hire, carts will be scarce, or that the cart-owners will combine and raise their rates for cartage. No such scarcity or combination has occurred since the abolition of the G. I. P. Carting Agency. Contracts for periods of time are now being made with European and Native cotton merchants for the cartage of their cotton from the G. I. P. and from the

B. B. and C. I. Railway sidings at Colaba to the Cotton Green at 6 annas per ton. At this rate a contract was made last year by the firm of Messrs Pilcher, Byramjee and Co.—of which firm Mr. Byramjee Nusserwanjee Servai, the B. B. and C. I. Railway Carting Agent, was a partner—with merchants importing cotton by the G. I. P. Railway to remove their cotton from the G. I. P. siding at Colaba to the Cotton Green. Mr. Byramjee Nusserwanjee Servai was thus carting cotton from the G. I. P. siding at Colaba, at 6 annas per ton, for merchants who were not compelled to employ him, while those merchants who imported cotton by the B. B. and C. I. Railway were forced, under that Company's carting contracts, to pay him 12 annas per ton for removing cotton from the B. B. and C. I. siding at Colaba, which is close to the siding of the G. I. P. Railway. The Chamber will trouble you with only another illustration of the abundance of carts in the city, and of the injury done to trade by the Carting Agency system. The present rate for carting seeds and goods generally from the B. B. and C. I. Railway siding at Carnac Bunder is 4½ to 5 annas per ton if the goods are delivered within the limits of the Port Trust property, and 5 to 5½ annas per ton if delivered beyond those limits, while the Carting Agent's rate was 12 annas per ton for the last two years, and Re. 1 per ton previously.

The quantities of cotton set against the names of the persons who have signed the memorial form altogether a small proportion of the total quantity of half-pressed bales brought into Bombay by the B. B. and C. I. Railway,—and of the persons themselves very few were merchants directly interested in the produce. The names are principally those of moonims and muccadums who have no direct interest in the trade; and it is noticeable that the Memorial is also signed by a number of persons who have no interest whatever in it, and by others who are quite unknown. The Chamber is therefore not surprised at the statement in the Memorial that "the Bombay Chamber of Commerce is a very small body of merchants in comparison with the number outside the Chamber, and that their interests are not always in harmony with those of the native merchants, and that as the memorialists are the real consignees of the great bulk of the cotton that arrives in Bombay by the Baroda Railway, their wishes ought to have been consulted in the matter

before any change was made." The Chamber has, however, only noticed this statement in order to expose the misrepresentation contained in it that the wishes of the native merchants, in regard to the Carting Agency, had not been consulted. In accordance with a requisition from a number of merchants, European and Native, a public meeting—of which 14 days' notice was given by advertisement in Vernacular as well as English newspapers—was convened by the Chamber on the 9th December 1874, to discuss this question; and intimation of the same was communicated by the Chamber to Government and acknowledged by General Kennedy in his letter No. 1638 of the 27th November 1874. The meeting was very numerously attended, and composed for the most part of Bhattia and Bannia merchants. For the information of His Excellency in Council, a printed copy of the proceedings of that meeting is forwarded herewith, from which it will be seen that the questions of the railway carting arrangements, terminal charges, and station accommodation on both railways, were fully discussed; and on page six will be found the resolutions which were passed unanimously.

Shortly after the date of that meeting, the G. I. P. Rail-Company abolished their Carting Agency, and the experiment has, with a much larger traffic but with proper management, been most successful. The Chamber was also gratified to learn that Government declined to sanction the continuance of the carting contracts of the B. B. and C. I. Railway Company, and it believes that any inconvenience now experienced by merchants arises from the difficulties and annoyances interposed by the Railway Company in their desire for the restoration of a system which, although a convenience to them, was a burden on trade.

In conclusion, the Chamber respectfully requests the attention of His Excellency in Council to section 3 of the Government Resolution No. 1385 of 4th December last which is as follows :—" It is of course to be clearly understood, in introducing the new scale of charges, that the public are to receive the benefit of the saving effected by the abolition of 'Carting Agencies." Instead, however, of the full carting rate of 12 annas per ton being allowed to merchants since the abolition of the agency only 8 annas per ton are allowed, the Railway Company withholding 4 annas per ton although no service whatever is rendered by them.

The Chamber desires me to express the hope that His Excellency in Council will be pleased to insist upon the terms of the resolution being complied with by the Railway Company without any further delay, and to order that the full rate of 12 annas per ton received by the Carting Agent be allowed to merchants who, now that the Agency is abolished, cart their own goods.—I have, &c.,

J. GORDON, Secretary.

No. 431 OF 1876.

P. W. DEPARTMENT (RAILWAY),

BOMBAY CASTLE, *4th April*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, Minutes of an Officers' Meeting held on the 9th March to discuss the points noticed in your letter No. 54 of 25th February last, in connection with the recent abolition of Carting Agency on the B. B. & C. I. Railway, and to inform you, with reference to the last para. of that letter, that the circumstances which led Government to consider that the reduction of 8 annas per ton was sufficient are correctly stated in Minute No. 6.—I have, &c.,

W. A. BAKER, Lieut.-Col., R.E.,
Under-Secretary to Government.

MINUTES OF A MEETING IN BOMBAY, 9TH MARCH, 1876.

Lieut. Col. H. F. Hancock, R.E., Consulting Engineer for Railways.
Mr. Currey, Agent, B. B. & C. I. Railway.
Mr. Mathew, Chief Resident Engineer do.
Mr. Wood, Chief Auditor do.
Mr. Duxbury, Traffic Manager do.

1. The letter No. 54 of 25th February, 1876, addressed by the Chamber of Commerce to Government, was read and considered.

2. The question of the provision of a shed at the Cotton

Green sidings, Colaba, had already been under consideration, and it was decided, under all the circumstances, to erect, before next monsoon, a light shed, about 480′ × 35′, in a suitable position along the south side of the B. B. & C. I. sidings. Immediate application to be made for sanction to the cost of this, estimated by the Chief Resident Engineer at Rs. 14,000.

3. With regard to wharfage, it was explained that precisely the same time before goods became liable to wharfage was allowed on the B. B. & C. I Railway as on the G. I. P. Railway, for example, goods arriving on Monday are not charged wharfage before Wednesday. The total demurrage and wharfage collected in Bombay, from 1st January until 1st March, amounted only to Rs. 280. Invoices always accompanied the goods, and advice notes were sent out by peons immediately the goods had actually arrived; this plan was deemed to work better, under the circumstances, than that of having the invoices sent by passenger train, separately from the goods, which had been tried on the B. B. and C. I. Railway, and found to cause inconvenience.

4. With reference to para. 5 of the Chamber of Commerce letter it appeared that the rate paid by the B. B. and C. I. Company to their late Carting Agent was an all round rate for delivery to any part of Bombay, and covered more work and responsibility than the actual cartage of the goods. Prices had no doubt fallen since the last contract was made in 1873, and the Carting Agent offered to do the bulk of the Bombay deliveries in 1876 at 25 per cent. less than his former rate. The Chamber of Commerce have selected instances in which cotton is at present carted at low rates for short distances from the cotton sidings to the adjoining Cotton Green, and from the Port Trust sidings to the premises where grain is stored on the Port Trust Estate, or in the Native Town, in the immediate vicinity.

5. Adverting to para. 6 of the Chamber of Commerce letter it was observed that of the signatures to the native memorial, dated 13th January, 1876, which the Chamber of Commerce now characterised as "principally those of moonims and muccadums having no direct interest in the trade," 25 are the same names as those which

were appended to the native memorial, dated 13th December, 1871, and forwarded by the Chamber, who did not then oppose the Carting Agency, to Government on the 20th December, 1871, with a letter remarking that "the signatures to the memorial constitute the majority of the native merchants trading with Guzerat." And with regard to the public meeting on the 9th December, 1874, now alluded to by the Chamber, it appeared that the speeches and Resolutions at that meeting were directed against the system of the G. I. P Railway, and not against that of the B. B. & C. I. Railway. A return was submitted from which it appeared that out of 43,605 tons of cotton delivered from Colaba for 1875, 30,738 tons were for native consignees, and 12,867 tons for European consignees.

6. With respect to the last para. of the Chamber of Commerce letter it was pointed out that the Company could now have got the bulk of the work for which, under the old contract, they paid 12 annas a ton, and one for 9 annas a ton, that the reduction of 8 annas a ton in the terminal was given on traffic in both directions, and that the terminal retained by the Company on the abolition of the Carting Agency was much less than that retained by the G. I. P. Company on the abolition of their Carting Agency. The Company thus lost by the revision of terminals on the abolition of the Carting Agency about Rs. 15,000 a year, apart from the enhanced cost of working under the new system under these circumstances, the reduction of 8 annas a ton was deemed ample.

7. The Traffic Manager's letter No. 3545 of 8th March on the subject was read, and it was agreed that it should be added to these Minutes.

APPENDIX L.

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THE COTTON FRAUDS ACT.

No. 1293 of 1876.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *28th February*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR—With reference to your letter dated 7th October, 1875, submitting a Memorial, dated 6th idem, from a portion of the mercantile community of Bombay, addressed to Her Majesty's Secretary of State for India, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, a copy of His Lordship's Despatch No. 5, dated 27th ultimo, as well as a copy of the Despatch referred to in para. 2 thereof.—I have, &c.,

No. 10, dated 27th May, 1875.

D. MACKENZIE,
For Acting Chief Secretary to Govt.

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REVENUE No. 5.

INDIA OFFICE,

LONDON, *27th January*, 1876.

To His Excellency the Honourable the GOVERNOR in COUNCIL, Bombay.

SIR,—Para. 1. Your Excellency's letter, dated the 25th of October, No. 34 of 1875, transmitting a Memorial from a portion of the mercantile community of Bombay, praying that the Cotton Frauds Act (IX. of 1863) may be placed in abeyance, has been considered by me in Council.

2. After a careful consideration of the Memorial, I see

nothing in the points therein urged to induce me to modify the decision communicated to you in my Despatch of the 27th May, 1875, No. 10.

3. The time may arrive when it will be considered, by general consent, that the trade may well be conducted without the necessity of an exceptional Act like the present; but when that time arrives, the proper course will be to repeal the Act, not to keep it in abeyance.

4. It is desirable that it should be clearly understood that the Act is to be maintained for the present, and that it should be rendered effective for its purpose. With this object I have to request you to proceed without delay to carry out all requisite amendments as suggested in my former Despatch.

5. I would desire your Excellency, at the same time, to consider whether the establishment may not be placed on a less expensive footing (in which case some relief might be given to the trade) without in any way interfering with the efficient working of the Act, which must be the primary object to be kept in view.—I have, &c.,

SALISBURY.

REVENUE No. 10.

INDIA OFFICE,
LONDON, *27th May*, 1875.

To His Excellency the Honourable the GOVERNOR in COUNCIL, Bombay.

SIR,—The Despatch of your Excellency in Council, dated 29th March, No. 14 of 1875, relative to the operation of the Cotton Frauds Act (Bombay Act IX. of 1863) has been considered by me in Council.

2. I am not of opinion that the weight of evidence is against the Act, and concur generally in the views expressed by Mr. Ravenscroft in the Minute recorded by him under date the 12th January. The majority of the Commissioners seem to feel so much doubt on the subject that they do not propose to repeal the Act but only to place it in abeyance. Such a resolution does not appear to me to

afford a just confidence in the policy of abandoning the safeguards which the Act has created.

3. I desire, therefore, that your Excellency in Council will take into consideration the question of amending the Act, both with the view of modifying such provisions as have been shown to be harsh in operation, and also, on the other hand, if necessary, of rendering its tenour more effective in those parts in relation to which a tendency to evasion has been exhibited.

4. I also desire that at least for the present the proposed breaking up of the Department may be suspended.—I have, &c.,

SALISBURY.

(True Copies)

D. MACKENZIE,
Acting Under-Secretary to Govt.

No. 69 OF 1876.

To the CHIEF SECRETARY to GOVERNMENT.

SIR,—I am directed to acknowledge the receipt of your letter No. 1293 of the 28th ultimo, forwarding for the information of the Chamber of Commerce a copy of the Despatch of Her Majesty's Secretary of State for India, No. 5, dated 27th January last, as well as a copy of the Despatch referred to in para 2 thereof.

The Chamber learns with much regret that His Lordship, contrary to the deliberate opinion of the mercantile community of this Presidency, European and Native, has decided to maintain an exceptional Act like the Bombay Cotton Frauds Act IX. of 1863, which, by the general consent of the trade, is unnecessary, and the expense of maintaining which is defrayed out of the proceeds of a tax, levied for the purpose, on the trade. There has, the Chamber believes, never been a measure affecting any particular article of commerce, the necessity for which, in the altered circumstances of the trade in the article, is less apparent, or for the repeal of which there has been greater unanimity in the trade.

As, however, His Lordship is pleased to announce that "it should be clearly understood that the Act is to be main-

tained for the present," the Chamber desires to represent to His Excellency the Governor in Council the great hardship on the trade of the tax of 2 annas which is levied on every bale of cotton exported for the purpose of carrying out the objects of this Act. When the Act came into operation on 1st February, 1864, the tax levied on the trade for the maintenance of the Cotton Frauds establishment was 4 annas per bale, but the price of fair merchantable Dhollera cotton in the Liverpool market was then 23d. per lb. The tax was reduced to 3 annas per bale in May 1865, when fair Dhollera cotton was saleable in the Liverpool market at 11d. per lb.; and in May 1872, when the same description of cotton brought 8d. per lb. in the Liverpool market, the tax was reduced to 2 annas per bale, at which it still remains. Owing to the comparatively high prices of cotton ruling in the Liverpool market when the Act came into operation, and at each of the subsequent periods when the tax was reduced, the incidence of the tax was very light, and no material injury was therefore inflicted by it on any of the interests concerned in the trade. The price of fair merchantable Dhollera cotton in the Liverpool market has now, however, fallen to $4\frac{3}{16}$d. per lb., a price which barely covers the cost of production and of transportation to Liverpool; and even at this low price, fair new Indian cotton has, on several recent occasions, been reported in the daily telegrams to be unsaleable, in consequence of the superabundance of American descriptions. There can, the Chamber apprehends, be little doubt that the production of cotton in America will year by year increase, and as the long staples of America are preferred to the best kinds of Indian cotton, lower prices for Indian cotton must, in ordinary circumstances, be looked for in future years. The price of Indian cotton in Liverpool is now lower than it has been since the period anterior to the American War, when, moreover, nearly every description was inferior in quality to what it now is, and consequently less costly to produce. The Chamber deems it hardly necessary on this occasion to repeat that the improvement of late years in Indian cotton is due to the natural operations of trade, and the facilities now afforded to European merchants for dealing in the interior, by the extension of telegraphic and railway communication into the cotton districts, and not to the provisions of any legal

enactment; but it is of extreme importance to the country that the attention of His Excellency in Council should be directed to the present low and falling prices of Indian cotton, to the check to production which must inevitably follow from them, and to the effect which diminished production will have on the land revenue of India. Mr. Ravenscroft, in the Minute recorded by him under date the 12th January, 1875, "gathers from the Administration Report of the Inspector-in-Chief of the Cotton Department that last year upwards of 1,200,000 bales were exported from this Presidency, the value of which, even at the present low rates, was upwards of £12,000,000," and he justly adds, "This is a large sum of money, and its serious diminution would entail a heavy loss on the Presidency generally." Now, assuming that the same quantity of cotton will be exported in the current year, and that it will fetch an average price of 4½d. per lb.,—a price which with every allowance for the different descriptions we are hardly justified in taking—the value of the cotton exported will be £8,820,000, or a diminution of £3,180,000 upon the value which Mr. Ravenscroft stated only 14 months ago, and this too with the Cotton Frauds Act in full operation. The Chamber respectfully submits that the only way to retard the falling off in production is to remove every restriction now pressing upon the cotton trade, and that having regard to the present circumstances, and the prospects of it, it is of great importance in the interests of the Presidency generally that all such restrictions should be immediately removed. Merchants whose interests are identical with its prosperity, consider that the trade is in no way benefitted by the Cotton Frauds Act, to maintain which notwithstanding a special tax of 2 annas per bale is levied. The Chamber therefore begs earnestly to urge upon His Excellency in Council the necessity of taking measures to relieve the trade of this burden, which is weighing heavily upon it, and will be felt still more severely as prices continue falling.

With regard to para. 2 of His Lordship's Despatch, dated 27th May, 1875, in which it is remarked that the majority of the Commissioners appointed to inquire into the working of the Cotton Frauds Act seemed to feel so much doubt on the subject that they did not propose to

repeal the Act but only to place it in abeyance, I am directed to request the favour of the attention of His Excellency in Council to the reason which induced them to recommend that the Act be retained on the Statute Book. The passage in their report runs thus :—" The days of enormous prices for East India Cotton passed away, probably never to return, with the close of the American War, and with them the usual temptations to adulterate the staple which the provisions of the Act were meant to counteract, but it would probably be advisable to retain the Act on the Statute Book in case any tendency to fraud should hereafter develope itself in such a shape as to endanger the loss of the great export trade of the country, a loss which would be nothing short of a national calamity." In para. 1 of Mr. Ravenscroft's dissent from the Report of the Commissioners, dated 12th January, 1875, occurs also the following passage :—" In addition to the mercantile side of the question, the imperial importance of fostering and aiding the cotton trade of Western India must not be overlooked." The mercantile side of the question has already been disposed of by the mercantile community who are the most competent to judge, and who have protested against the continuance of an Act which burdens the trade with an unnecessary tax. The Commissioners, however, it should be observed, would only place the Act in abeyance because if the loss of the cotton export trade were to result from its repeal, the loss would be nothing short of a national calamity, and Mr. Ravenscroft considers it to be a matter of imperial importance to maintain the Act in order to foster and aid the cotton trade of Western India. In either case, the reasons for only placing the Act in abeyance, or for maintaining it, are based chiefly on imperial grounds, and the cost of the establishment for carrying out the objects of the Act ought therefore, the Chamber submits, to be borne by the Imperial Exchequer, and not by the trade which considers the Act to be unnecessary and derives no benefit from it.

The Chamber observes from para. 5 of Lord Salisbury's Despatch of the 27th January last that His Lordship has desired His Excellency to consider whether the Cotton Frauds establishment may not be placed on a less expensive footing. On this point I am directed to request the atten-

tion of His Excellency in Council to the Chamber's letter No. 261, dated 25th October, 1873, and to the Report enclosed therein of the Select Committee appointed by the Chamber to consider the Resolution of Government, dated 6th February, 1873, on the subject of the Cotton Frauds Act. In the concluding para. of that Report, the Select Committee stated that they were distinctly of opinion that the Inspector-in-Chief and his staff were useless in the Presidency Town, and recommended that the office of Inspector-in-Chief be abolished, and the Bombay Staff paid off or transferred to the cotton-growing districts. On these points there was entire unanimity of opinion in the mercantile community. The remarks of the Chamber in handing that Report to Government are equally applicable to the present time that by abolishing the office of Inspector-in-Chief, a considerable saving would be effected, while the placing of the Inspectors generally under the Collectors from the 31st March, 1873, had made those officers servants of the State in a more strict sense than was formerly the case. As Her Majesty's Secretary of State has decided that the Act should be maintained for the present, I am directed to express the hope that the recommendation made by the Chamber on 25th October, 1873, will now receive the early and favourable consideration of Government, and that His Excellency in Council will be pleased, for the reasons above stated, to relieve the cotton trade from the burden of the present export fee, by making the cost of the reduced establishment a charge on the general revenue in the same way as in the case of any other officers on the establishment of the Collectors.—I have, &c.,

J. GORDON, Secretary.

G. F. HENRY, Deputy Chairman.

Chamber of Commerce, Bombay 17th March, 1876.

APPENDIX M.

———:o:———

THE FOUR PER CENT. LOAN OF FOUR MILLIONS STERLING ISSUED IN LONDON IN APRIL LAST.

BOMBAY CHAMBER OF COMMERCE, *25th April*, 1876.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to request the favour of your bringing the following circumstances to the notice of His Excellency the Governor in Council.

In the Imperial Budget for the year 1876-77, published 31st March, 1876, it was stated that a sum of £3,000,000 would be raised on loan, of which £360,000 would be received from the Maharajas Scidia and Holkar for railways, leaving £2,640,000 to be borrowed by Her Majesty's Secretary of State in England; and this statement was at the time communicated to Lord Salisbury in the Abstract of the Budget telegraphed to him. But on the 12th instant—12 days only after the publication of the Budget—telegrams were received to the effect that it had been announced in London, on the previous day, that tenders for a four per cent. loan of four millions sterling would be received at the India Office up to the 28th instant, redeemable at par after October 1888, on a year's notice.

The announcement of this sudden change in the intentions and action of Government was followed by a violent disturbance in the money market. The premium on sterling exchange, which had a rising tendency, immediately fell about 1½ per cent.—or from 1s. 8⅝d. to 1s. 9d. per rupee,—and mercantile and banking operations were very seriously interfered with by the prevailing uncertainty as to the extent to which it might now be intended to provide the Home Treasury with funds by loans raised in England. Bankers and Merchants who had based their operations on the Bud-

get statement of the Government of India complain that Her Majesty's Secretary of State should apparently have deemed it unnecessary to adhere strictly to the letter of that statement, and that, within 12 days after its publication, his action should have been such as to upset all their previous calculations. Any serious deviation from the declared financial scheme of the Government of India is, I am directed respectfully to submit, only justified by extreme emergency: as it results in embarrassment to all mercantile interests, and gives trade an unsound, speculative, character.

The Committee, therefore, desire me to express their hope that His Excellency in Council will be so good as to send copies of this letter to Her Majesty's Secretary of State for India, and to the Government of India.—I have, &c.,

J. GORDON, Secretary.

No. 1992 OF 1876.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *6th May*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to acknowledge the receipt of your letter, dated 25th ultimo, regarding the tenders invited by the Home Government for a four per cent. loan of four millions sterling, and to state that copies thereof will be forwarded to Her Majesty's Principal Secretary of State for India and the Government of India.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secy. to Govt.

No. 2666 of 1876.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *23rd June*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with my letter No. 1992, dated 6th ultimo, regarding the tenders

invited by the Home Government for a four per cent. loan, I am directed by His Excellency the Governor in Council to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter from the Government of India, No. 629, dated 5th instant.—I have, &c.,

D. MACKENZIE;
Acting Under-Secy. to Govt.

No. 629.

GOVERNMENT OF INDIA.
FINANCIAL DEPARTMENT.
ACCOUNTS.

SIMLA, *5th June*, 1876.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed by the Governor General in Council to acknowledge the receipt of your letter No. 1991, dated 6th May, with copy of a letter from the Secretary to the Bombay Chamber of Commerce, No. 91, dated 25th April, containing a representation against the action of Her Majesty's Principal Secretary of State for India in Council in inviting tenders for a loan of four millions sterling, whereas the estimates published by the Government of India provided for loans by the Home Treasury during 1876-77 amounting to only £2,640,000.

2. As a copy of this representation was forwarded to the Secretary of State by the mail of the 15th May, I am instructed to say that the Government of India has only to request that the attention of the Chamber may be directed to the explanation of this transaction given by Lord George Hamilton in the House of Commons on the 4th May to the effect that the larger sum was borrowed because the Secretary of State had not only to consider the expenditure of the year 1876-77 as estimated, but also what was necessary to provide for the deficiency in the amount obtained by the Home Treasury for bills on India in the last months of the year 1875-76, and any further deficiency that, with reference to the uncertain state of the exchanges and of the demand for bills, might arise in the current financial year 1876-77.—I have, &c.,

R. B. CHAPMAN,
Secretary to the Govt. of India.

No. 3202 of 1876.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, *1st August*, 1876.

From the Hon'ble E. W. RAVENSCROFT, C.S.I., Acting Chief Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2666, dated 23rd June last, I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a Despatch from Her Majesty's Secretary of State for India, No. 75, dated 29th idem, on the subject of tenders invited by the Home Government for a four per cent. loan of £4,000,000.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secy. to Govt.

FINANCIAL—No. 75.

INDIA OFFICE,

LONDON, *29th June*, 1876.

To His Excellency the Hon'ble the GOVERNOR in COUNCIL, Bombay.

SIR,—Para. 1. I have considered in Council your Financial letter, dated the 15th May, 1876, No. 23, forwarding, at the request of the Bombay Chamber of Commerce, copy of a letter, regarding the tenders invited in this country, in April last, for a four per cent. loan of £4,000,000.

2. I request that you will inform the Bombay Chamber of Commerce that no intimation was made from this office fixing the extent to which the Home Government would, at any any time, avail themselves of the borrowing powers which they had received from Parliament.—I have, &c.,

SALISBURY.

(True copy)

D. MACKENZIE,
Acting Under-Secretary to Govt.

APPENDIX N.

—:o:—

FAREWELL ADDRESS TO LORD NORTHBROOK.

To His Excellency the Right Hon. LORD NORTHBROOK, G.M.S.I., Viceroy and Governor General of India.

MAY IT PLEASE YOUR LORDSHIP,—We, the members of the Bombay Chamber of Commerce, desire, on the occasion of your Lordship's retirement from the high office of Viceroy and Governor-General of India, to express to your Lordship our deep sense of gratitude for the benefits conferred on India under the liberal and enlightened commercial policy which has so pre-eminently distinguished your Lordship's Government.

On a recent occasion, we had the honour of recalling to your Lordship in person one of the early acts of your Government in repealing, in January 1873, the imperial export duty of 3 per cent. on wheat, with the view of encouraging the trade. The result of that liberal measure has been that the export of wheat from Bombay rose from 96,624 cwts. in the year preceding the removal of the duty, to 452,944 cwts. in the year succeeding it ending 31st March 1874, to 633,681 cwts. in the year ending 31st March 1875, and to about 837,000 cwts. in the year ending 31st March 1876.

We had also the honour of receiving, on the same occasion, your Lordship's assurance that the Government of India fully appreciated the importance of the Railway from Ahmedabad to Ajmere; and we most earnestly hope that the Government has recommended that, out of the non-appropriated margin which would enable certain other railroads to be commenced in 1876-77, the Railway between Ahmedabad and Ajmere should be the first to be constructed.

When the failure of the crops in Bengal, towards the close of 1873, occasioned the gravest apprehensions of general scarcity throughout that Presidency, and of famine in large parts of it, the Government of India sanctioned, with one

exception, every increase which had been recommended, and every demand which had been made by the Government of Bengal. The one exception which your Lordship, in exercise of the full powers of the Government, declined to sanction, was the recommendation made with repeated urgency, and supported by a large portion of the Press, and by multitudes both in India and in England, that the exportation of food-grain from British Indian ports might be prohibited. At the approach of a calamity which threatened the food-supply of a population of 66,000,000, who require about 30,000 tons of food a day, your Lordship might well have shrunk from a responsibility which statesmen of the first rank, and with the highest sense of duty, might yet have lacked the courage and the firmness to undertake. In your celebrated Minute, however, dated the 30th January 1874, in which you looked upon the question entirely with reference to the present and future food-supplies of the people, your Lordship concluded that "every measure that would diminish exoprt trade in common rice from Bengal, would weaken the power of the country to meet any future period of scarcity. Trade is easily diverted from one channel to another. The interference of Government with its free course may easily destroy it. If we refuse to supply our ordinary customers at any price, we oblige them to have recourse to other markets, and it is impossible to assume that when we want them again they will return to us." Your Lordship's resolution on that memorable occasion was justified by the successful result of the measures which the Government of India adopted to meet the distress; and we recall with pleasure the enlightened principles then enunciated, as illustrating the wisdom of the policy which has characterized your Lordship's Government, and which is already conferring the greatest benefits on the people of India.

To the same good policy are the people of India indebted for the action of Government in abolishing the appointment of Commissioner of Cotton and Commerce with the Government of India. That Government, in its resolution dated 11th November 1874, promulgated :—"It is, no doubt, an object to maintain a high standard in this article of produce, and to encourage it to acquire a good reputation in the English market; but it is equally an object to secure and

maintain a good reputation for many other articles of Indian production, such as tea, tobacco, indigo, jute, and silk. These and other articles have not, however, enjoyed the protection of a special Commissioner, but are left to private enterprize, stimulated by the encouragement of the Local and Supreme Governments. There is no reason why cotton should, now that the trade has found its normal level, continue to be treated exceptionally." But while India generally is reaping the fruits of these liberal measures, we regret that a contrary local policy, of a mischievous and restrictive character, is adopted in this Presidency under the orders of Her Majesty's Secretary of State for India, in dealing with cotton—our main article of export. In order to maintain an exceptional Act—the Bombay Cotton Frauds Act XI. of 1863—pronounced by the mercantile community, and the cotton trade particularly, to be unnecessary, and supported only by a few officers of the Bombay Government, and by the officials of the department maintained for the purpose of carrying out the objects of the Act, a tax of two annas per bale is imposed, which, in these days of low and falling prices, the trade can ill afford to bear. And the tax is the more burdensome because it is felt that the improvement which has taken place in the quality of Indian cotton in recent years, is due entirely to the extension of railway and telegraphic communication into the cotton districts, and to the natural operation of the laws of trade ; and that any frauds attempted would be effectually reached by the general criminal law of the country. The free policy of your Lordship's administration forms a striking contrast to the narrow system of interference which has prevailed in this Presidency in maintaining such an Act.

But we desire more especially to express to your Lordship the gratitude which we, in common with the people of India, feel for the introduction of the Indian Tariff Act, 1875, and for the benefits which have already begun to flow from that great and liberal measure. Among the interests benefitted by the reductions and remissions of taxation conceded under that Act, was the import trade in piece-goods and yarns, which was relieved, by the revision of the tariff valuations for assessment of duty, to the extent of £88,000, or 11 per cent. of the entire duty previously paid. Export duties also were abolished which, in the previous year, produced

a revenue of £173,000; and import duties were reduced which, in the previous year, by a happy coincidence, produced £173,000 also. In the first of these items only, that is to say, in the relief given from reduced tariff valuations, was there an absolute loss of revenue. The deficiency of revenue arising out of the remission and reduction of the export and import duties, will, on the other hand, be temporary, involving no ultimate loss; for it is certain, as all experience proves, that the present loss of revenue will in a very few years be recouped from increased agricultural production, augmenting the land-revenue and facilitating its collection, and from increased consumption of duty-paying articles imported. The beneficent effect of the measure on some of the more important articles of export and import is already apparent. The export duties were abolished on the 6th August 1875, and the following table shows the remarkable increase which has occurred in the various descriptions of Seeds, exported from Bombay alone, in the seven months ending 29th February last, compared with the exports in the corresponding months of the previous year :—

Comparison of Exports in the Seven Months ending 29th February.

—	Linseed.	Gingelly Seed.	Rape and Mustard Seed.	Other Seed.
	cwts.	cwts.	cwts.	cwts.
1876	887,232	258,986	98,130	18,606
1875	349,388	198,640	11,346	11,281
Increase in the 7 months ending 29th Feb., 1876.	537,844	60,346	86,784	7,325

This great increase is, we believe, principally due to the removal of the export duties—a measure which, in its importance to India, cannot be overestimated, particularly when we remember the present low and declining prices of cotton, and the effect which the annually increasing supplies of cotton from America will probably, erelong, have in curtailing the cultivation of what has hitherto been the principal article of export from India. Thirty years ago the Hon'ble Court of Directors stigmatized the levy of duties on the export of

our staples, because such duties "could not fail to restrict the demand for these articles, and to render them less able to compete with the similar products of other countries;" but, whether from political or financial exigency, it was reserved for your Lordship to put an end to this objectionable system.

When the general rate of import duty was reduced from 10 per cent. to 7½ per cent. in 1864, the loss was recouped to the revenue in three years. In the present case, as the reduction is of one-third instead of one-fourth, a longer period may perhaps be required; but it was justly observed in the Legislative Council that the railway system had since 1874 been greatly developed, and that a greater proportionate recoupment might also be expected from every fresh reduction of duty. It will be gratifying to your Lordship to find that this expectation has already begun to be realized. In the four months ending 31st January 1876, there has been an increase in the value of metals, imported into Bombay alone, of Rs. 10,96,373, and, in sugar, of Rs. 13,05,894, compared with the imports in the corresponding months f the previous year; and the reduction of the duty will doubtless have the like good effect in stimulating importations of other commodities. We trust that these and similar modifications of the tariff are merely preparatory to a time when India shall be freed from all Customs Duties. We do not forget, however, that the present state of the finances does not admit of such a step; and, meanwhile, the relief which your Lordship has been enabled to give to the general import trade has been very gratefully appreciated by the people of India, and it came at a time when the trade was, and had been for years, in a state of extreme depression.

The commercial policy of your Lordship's Government has commended itself to the general approbation of the country. We believe that few measures have ever been introduced into India better calculated to serve the real interests of India, than the Indian Tariff Act, 1875; and we sincerely trust that the position laid down in your Lordship's tariff speech will never be abandoned, namely, that "in all financial questions the true interest of the people of India is the only consideration which the Government of India has to regard."

We desire to express to your Lordship our grateful appre-

ciation of the courtesy and attention which your Lordship has at all times given to our representations, when we have had occasion to address your Lordship, or the Government of India, on questions of mercantile or public interest; and of the honour which you have done us in inviting our opinions and suggestions on questions of importance.

In retiring from the high office which you have filled with so much honour to yourself and advantage to India, you carry with you the gratitude of the people of India, and our best wishes for your Lordship's future happiness and prosperity; and we most fervently hope that your Lordship will long be spared to protect, in England, the interests of India whose people you have served so well.

In the name and on behalf of the Bombay Chamber of Commerce,

We have the honour to be, &c.,

GEORGE F. HENRY, Chairman.

DONALD GRAHAM,
JOHN Y. LANG,
G. E. NOBLE,
R. E. BICKERDIKE,
} Members of Committee.

J. GORDON, Secretary.

Chamber of Commerce, Bombay, 1st April, 1876.

ADEN, 2*nd May*, 1876.

To GEORGE F. HENRY, Esq., Chairman of the Chamber of Commerce, Bombay.

SIR,—I beg that you will be so good as to convey to the members of the Bombay Chamber of Commerce my sincere thanks for their address of the 1st of last month which I was prevented by pressure of business from acknowledging before I left Calcutta.

It was with great satisfaction that I learnt from that address that the commercial policy which has been pursued by the Government of India while I had the honour of filling the office of Viceroy has met with the cordial support and approbation of the Chamber.

Their observations upon the Indian Tariff Act of 1875

were especially gratifying to me. It would be premature to judge of the full effects of the abolition and reduction of customs duties by that Act, but the figures given in the address show that there has already been a substantial increase in some important staples of the commerce of Bombay. The information which I have received from other parts of India is to the same effect, and sufficiently proves that the importance of relieving the exports of India from customs duties was not overrated by the Government, and that our anticipations that the reduction we made in the duties on imports would be recouped by an increase of trade are likely to be realised even sooner than we supposed.

Upon several occasions I have received communications of weight and importance from the Bombay Chamber of Commerce for which I am glad of having an opportunity of thanking them; and I am very grateful for the terms in which they have alluded to the general conduct of affairs in India during the last four years, as well as for the good wishes which they have been so kind as to express towards myself personally upon my return to England.—I have, &c.,

NORTHBROOK.

APPENDIX O.

———:o:———

IMPORT DUTIES ON COTTON PIECE GOODS AND YARNS.

BOMBAY, *24th April*, 1876.

To Colonel BURNE, C.S.I., Private Secretary to H. E. the Viceroy.

DEAR SIR,—I now propose to do myself the pleasure of complying with your request that I should state in writing the remarks on the subject of the duties on cotton goods which I had the honor to make to Lord Lytton at the interview which his Lordship granted to myself and other members of the Chamber of Commerce at Parell on Saturday the 8th instant.

The point on which I understood that his Lordship was most particularly desirous of obtaining information was as to the practicability of drawing a line of distinction between the higher classes of cloths on the one hand which contribute to the Customs revenue without suffering from the competition of local manufactures, and on the other the lower classes which by reason of small importation contribute only in a trifling degree to the revenue and against which the duties tend to act injuriously. I expressed the opinion that I thought such a distinction could be made without very great difficulty, and I will now express my reasons for so thinking.

There can be no doubt that on a certain class of cotton goods the duties act as a protection to the local manufactures, but this is only as regards a certain medium quality above the lower grades which duty or no duty can safely defy competition, and below the classes of English goods which still hold their own in spite of the local manufacture. Were the duties abolished, it seems likely that a trade would be encouraged in this particular medium quality.

With a view to explaining myself as clearly as possible, I have made up and send herewith a table sub-dividing the various kinds of imported cotton goods and yarns, and showing their distribution among the principle markets of the country.

The figures are compiled from statistics kept in my office here and in that of my firm in Calcutta, and as the totals agree in the main with the Customs returns, they may be considered as pretty correct. In the case of Madras and Burmah such detailed statistics have not been available, and I have simply followed the Customs returns filling up the sub-divisions from my own general knowledge of the trade, but even if there is any inaccurracy, the amounts are so small as not to appreciably affect the main point in view.

In the tables referred to I have classified the various items under four divisions as follows :—

I.—Goods of the lower qualities and yarns below No. 30s which have in some degree to compete with local manufactures, and against which the duties may be said to act protectively.

II.—Goods of rather better qualities and yarns above No. 30s against which there is as yet no local competition, but against which it is possible that such may arise. Some attempts have been made to produce shirtings made of

yarns of quality better than No. 30s, but these, though comparatively successful as manufactures, have not been so financially, and there does not seem any immediate prospect of their being repeated.

III.—Grey goods of the finer qualities and coloured yarns with which, for years to come, there seems no likelihood of local mills competing.

IV.—Bleached and coloured goods packed in cases with which it is scarcely possible that any manufacturers in this country will offer any competition. (I should mention with regard to coloured goods and yarns that though there is a large trade carried on in dyeing in this country, it is of a character quite distinct from the trade in imported goods, and any competition between them is of the most indirect nature.)

From the above it will be seen that the only competition which at present exists is with regard to those goods classed under division I., that those under class II. are only distantly threatened, while those under classes III. and IV. are altogether independent.

In trying to arrive at the line of demarcation between goods and yarns which might fairly be made to contribute to the revenue, and those which on protection grounds might be admitted free, the first step is to place class IV. comprising material of a value of £5,450,000, and yielding a duty of £272,500 among the latter. The goods and yarns of that class suffer in no way from competition, and, being packed in cases, are easily distinguishable.

Class III. may also be similarly dealt with, as, though packed in bales and so far like the coarser classes, they are really quite distinct and there would be no difficulty in recognising them. These two clases amout to £1,045,000 in value, and yield a duty of about £500,000.

I now come to classes I. and II., and here the real difficulty appears. Goods and yarns under class II. are, as I have shown, in no way interfered with by local manufacture, but they gradually merge into the lower qualities under class I., and the difficulty is to draw the line of distinction between them.

I am of opinion, however, that such a line could be drawn in, of course, a somewhat arbitrary manner but still in one fair to both the higher and lower qualities and on a tolerably workable form.

I would propose that the line be drawn on the basis of No. 30s yarn, that is, that all grey yarns under No. 30s and all grey cloths made from yarns of quality under No. 30s be admitted free.

I should explain that yarns are numbered according to the number of hanks of 840 yards in length that go to the pound weight. For instance, a pound weight of No. 30s would cantion 30 hanks of 840 yards each. These hanks are made up of 7 leas each containing 80 revolutions of a 54-inch reel, and therefore of 120 yards long. The quality of yarn is thus easily tested by counting the number of threads per lea, and the number of hanks per pound.

The finer the yarn is in quality the greater number of hanks are required to make up the pound weight, and hence the fact that the higher numbers represent yarns of correspondingly higher quality.

No local mills have with success, *at least in a commercial sense*,

produced 30s yarn or cloths made from 30s yarn, while, on the other hand, the ordinary qualities of grey shirtings, which form the great bulk of the importations, are made of yarns of better quality ranging from No. 32s to No. 38s.

If it was decided to fix such a line, a test might be afforded by making all importers attach to their customs manifests of goods or yarns, for which they claimed free entry, a certificate or declaration of their being below the standard, and at the same time it might be ordered that all goods and yarns admitted free should be conspicuously stamped with the quality number of the yarn, so that at any rate they could not be passed through the Custom House as low non-duty paying quality and afterwards sold as higher quality.

No doubt there would be difficulties and disputes at first between importers and the Custom's officers, but these would be got over by a little practical experience. I am disposed to think that the very fact of a line being drawn would of itself soon lead to a natural gap being formed in the qualities of imported goods and yarns corresponding very much to the Custom's line, as it would seem that importations just immediately above that line would suffer so seriously in the market as compared with those just below it, admitted without duty, that they might be edged out of the trade. The difficulty would be with qualities just below the line, as the tendency would no doubt be to encroach as near the line as possible, so as to get in the highest qualities possible without paying duty.

Importers might attempt to pass qualities of cloths made of 30s yarn and upwards as being made of 29s, but even if they were able to succeed in doing this without detection by the Custom's officers, the stamp, affecting as it must the market value, would probably prove to have a sufficiently deterring influence. In the case of yarns themselves there would, as I have previously shown, be no difficulty in applying an actual test.

I do not forget one great objection which would no doubt be raised to this plan, namely, that as the local mills improve the character of their production (as no doubt they gradually will), claims would be made from time to time on behalf of imports to raise the qualification line and the thin end of the edge having been admitted, such claims would not be easily resisted, and thus the door might be opened for constantly recurring questions, but possibly, as the intention has been publicly announced of, at some no very distant date, abandoning the whole of the duties this may be found a convenient form of bringing into operation a plan which would gradually tend towards that result.

Of course a scheme of the kind suggested cannot be considered as perfectly satisfactory in all respects, but it would seem to offer a fair way out of the present difficulty which otherwise threatens to keep alive much misunderstanding and ill-feeling between certain classes in the two countries.

I think myself that the Manchester grievance is founded a good deal more on theory than on fact, and that to any one acquainted with the details of the trade it must be evident that Manchester goods pay only what is a fair contribution to the revenue.

No doubt the trade would be greatly stimulated by the abolition

of the duties, but the same remark applies with perhaps equal force to every item on the tariff list on which also there are several items, the duty on which bears at least as heavily on the people.

I should hope myself that some day the whole trade of India will be made free of Customs duties. There can be no doubt that it would receive an enormous stimulus, if relief could be given, not only from the duties, but from the hampering restrictions, and petty obstructions, and annoyances inseparable from a Custom's Department,—and especially so in this country where traders are a good deal at the mercy of subordinate officers in that department. The direct cost of the Custom's Establishment is about 7 per cent. of the revenue collected, say £187,000 on £2,400,000, but the indirect cost is very heavy also ; as, for instance, in the expenses entailed on merchants for keeping up Custom's Establishments, in paying for Custom's officers to facilitate the discharge of vessels, in vexatious delays and detentions, and in the damage involved in opening up packages of fine goods, especially during the monsoon season.

The great impetus that would be given to trade may be judged from the remarkable development of the wheat and seed trade in Bombay since the abolition of the duties. The wheat trade is nearly ten times as great as it was three years ago before the duty was repealed. The duty on seeds was repealed in August last, and the exports since 1st January to date have been 1,365,000 cwts. against 554,000 cwts. during the same time last year. Imports might not be stimulated in the same way as exports by the remission of duties, but still it is not unreasonable to infer that the impetus given all round would be very great. Perhaps, at some not very distant date, the finances of the country will admit of this relief being given.

However, I am rather wandering from my main point which was to try and point out a divisional line between the higher and the lower qualities of cotton goods and yarns. Should such a line as I have indicated be found practicable of adoption the results would be

1st.—The local manufactures would be placed above all suspicion of being artificially supported.

2nd.—Manchester goods and yarns would be put upon a fair basis of competition ; and

3rd.—An import trade would be encouraged in that medium class of goods and yarns which are only just able to hold their own, and against which the duties no doubt act protectively.

I attach to this letter a small cutting from a piece of cloth made here, and which represents the best class which the local mills can now produce. It is from a piece of what is known as 8¼ lbs. Shirtings (the great standard article in the grey cloth import trade), and being made apparently of yarns about 32s and 36s would rank above the divisional line suggested in this letter, but the manager of the mill which produced it assures me that it could not be made except at a losing price, and this is confirmed by the manner in which the attempts which have *been* made to produce these better cloths have been abandoned.—I remain, &c.,

DONALD GRAHAM.

IMPORTS OF COTTON GOODS AND YARNS.

Class.	Description.	—	Calcutta.	Bombay.	Madras.	Burmah.	Total Quantity.	Value.	Rate of Duty.	Value.	Duty.
								£		£	£
	Grey T. Cloths, Long Cloths, and Domestics	Bales	11,000	6,000	1,000	500	B/ 18,500	560,000	5 per ct.		
I.	Grey Drills and Sundries	,,	5,000	1,500	...	...	B/ 6,500	280,000	5 per ct.	1,070,000	50,000
	Grey Yarns below No. 30s	lbs.	400,000	300,000	1,000,000	100,000	lbs. 1,800,000	200,000	3½ per ct.		
	Grey Dhooties of heavy qualities	Bales	9,000	1,000	...	...	B/ 10,000	30,000	5 per ct.		
	Grey Shirtings up to 40 inches in width	,,	114,000	51,000	7,000	2,000	B/ 174,000	4,350,000	5 per ct.		
II.	Grey Wide Shirtings above 40 inches in width	,,	13,000	7,000	1,000	100	B/ 21,100	590,000	5 per ct.	6,390,000	295,000
	Grey Yarns above No. 30s	lbs.	9,300,000	4,200,000	7,500,000	500,000	lbs. 21,500,000	1,450,000	3½ per ct.		
	Grey Madapollams and Printers	Bales	14,500	6,000	1,000	100	B/ 22,000	1,000,000	5 per ct.		
	Grey Dhooties of finer qualities	,,	47,000	6,000	...	...	B/ 53,000	1,850,000	5 per ct.		
III.	Grey Mulls and Grey Jacconets	,,	10,000	4,000	800	300	B/ 15,100	1,040,000	5 per ct.	4,090,000	236,500
	Dyed Yarns — Coloured	lbs.	1,750,000	1,250,000	800,000	700,000	lbs. 4,500,000	400,000	3½ per ct.		
	Dyed Yarns — Turkey Red	,,	2,350,000	1,250,000	1,000,000	800,000	,, 5,400,000	800,000	...		
	Bleached Goods	Cases	53,000	21,000	1,800	3,500	C/ 79,300	2,770,000	5 per ct.		
IV.	Dyed Goods — Coloured	,,	5,800	3,500	700	500	C/ 10,500	300,000	5 per ct.	5,450,000	272,500
	Dyed Goods — Turkey Red	,,	21,700	11,500	1,800	1,300	C/ 36,300	1,300,000	5 per ct.		
	Printed Goods	,,	15,000	13,000	2,000	1,000	C/ 31,000	1,080,000	5 per ct.		
										£ 17,000,000	£854,000

APPENDIX P.

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THE CONSUL AND VICE-CONSUL AT JEDDAH, AND THE PILGRIM PASSENGER TRADE.

No. 140 of 1876.

Bombay, *26th July*, 1876.

The Chief Secretary to Government, Political Department, Bombay.

Sir,—I am directed by the Committee of the Chamber of Commerce to enclose a letter (with accompaniments), addressed by the Chamber to Her Majesty's Secretary of State for Foreign Affairs, requesting that his Lordship will be pleased to institute an enquiry into the charges made against the Consul and Vice-Consul of Jeddah, and, for the reasons stated, to withdraw from the Consul and Vice-Consul at that station the permission apparently accorded to them to engage in trade or mercantile dealings. The Committee desire me respectfully to express the hope that His Excellency the Governor in Council will do the Chamber the favour to forward at his early convenience the letter and accompaniments to Lord Derby with such expressions of approval and support as to His Excellency may seem proper. —I have, &c.,

J. GORDON, Secretary.

No. 141 of 1876.

Chamber of Commerce, Bombay, *26th July*, 1876.

To the Right Hon'ble the Earl of Derby, H. M.'s Secretary of State for Foreign Affairs.

May it please your Lordship,—We have the honour, by direction of the Bombay Chamber of Commerce, to forward for the information of your Lordship a printed letter, dated the 6th ultimo, addressed to this Chamber by Hajee Abdoolraman Allaruka, together with printed copies of the documents therein referred to.

The allegations made in these documents seem to be well substantiated, and to disclose an abuse of authority on the part of the Consul and Vice-Consul at Jeddah, which ought to be put a stop to. It appears to the Chamber that the

case is one eminently requiring investigation, and we are, therefore, desired respectfully to express the hope that your Lordship will be pleased to order an enquiry to be instituted into the charges. Should these prove to be true, the Chamber can only express its regret that the British name should have been disgraced in the eyes of the native merchants and people of Jeddah by the conduct of the British Representative.

The Chamber also desires to avail itself of this opportunity of respectfully urging upon your Lordship's consideration whether it is not desirable that the Consul and Vice-Consul at Jeddah should be prohibited from engaging in any kind of trade or mercantile dealings. Heretofore, the Consuls at Jeddah had always been non-trading Consuls restricted exclusively to the duties of their Consular office; and, by their straightforward conduct, they stood high in the estimation of the races among whom they were placed. The trade of Jeddah, which is frequented yearly by numerous Hindoo and other merchants, and by immense numbers of pilgrims, who are British subjects, is large and important, and ought to be sufficient, without his engaging in mercantile pursuits, to fully occupy the time and attention of the Consul; and the Chamber would on this account—to say nothing of the inexpediency of allowing the Consul to trade at a place so distant from head-quarters—respectfully suggest that the permission apparently accorded to him to engage in mercantile transactions be withdrawn.—We have, &c., GEORGE F. HENRY, Chairman.

J. GORDON, Secretary.

BOMBAY, 6*th June*, 1876.

JOHN GORDON, Esq., Secretary, Bombay Chamber of Commerce.

SIR,—I beg to bring the following facts to your notice in connexion with the pilgrim passenger trade between this city and Jeddah.

It was formerly the practice for charterers of steamers to issue in advance tickets for steamers chartered by them; but Her Majesty's Consul at Jeddah has recently issued an order prohibiting the issuing of such tickets until the arrival in the harbour at Jeddah of the steamer for which the same

are issued, or until production of the charter-party, to show that they expect the steamer soon, in which latter case they are compelled to lodge ample security in the Consulate that they will fulfil their engagement.

The object of this order is said to be the protection of pilgrims from imposition on the part of charterers, who issue and obtain money for tickets for steamers which never arrive.

It is at least doubtful whether the Consul has power to issue any such order at all, and it is certain that as it stands the order operates very oppressively on charterers, for if the charterer waits until the arrival of his steamer in port before engaging passengers, it is not to be wondered at if intending passengers, knowing that lay days are running on, hang back in the hope of getting a reduction in the fares when the lay days have nearly expired.

To avoid the loss which the charterer suffers in this way his only alternative is to deposit "ample security" in the Consulate, which is of course a heavy burden to him.

In some instances fines for infringement of the order have been inflicted, and herewith I hand you copies of proceedings in which I was myself most unjustly fined £15 with the alternative of 15 days' imprisonment.

In this case I had actually chartered, through Bombay agents, the s.s. "Langshawe" and "Tartar," the former of which arrived at Jeddah a short time after the fine was inflicted. When in Jeddah I had engaged pilgrims for these steamers, but the Consul compelled me to return the passage-money, and upon the arrival of the steamers I had to secure pilgrims at any rates I could get, and thereby sustained a very heavy loss.

In another case a Mr. Evans was fined £50 with the alternative of three months' imprisonment for engaging pilgrims for a steamer bound to Bombay via the Persian Gulf. Mr. Evans appealed to the Resident at Aden, and shortly afterwards the Consul offered to return the money, but Mr. Evans refused to accept it, and wrote to the Consul-General at Cairo on the subject.

Mr. Evans is agent for the Russian Steamship Company, which has suffered considerably by the arbitrary proceedings of the Consul, and Mr. Evans has reported these facts to the Directors of his Company, and as that Company is subsidized

by the Russian Government, it is not improbable that representations will be made by the Russian Government to Her Majesty's Government on the subject.

But the oppressiveness of the order is by no means my only ground of complaint.

A much more serious ground of complaint is that the Consul himself, and likewise the Vice-Consul, are partners in a mercantile firm at Jeddah, and that this firm repeatedly transgresses the order which its head partner in his capacity of Consul has thought fit to issue.

It is well known, and I am in a position to prove, that Messrs. Beyts & Co., which is the name of the firm at Jeddah to which the Consul and Vice-Consul belong, have since the issuing of the order repeatedly engaged pilgrims, both at Mecca and Jeddah, for steamers which were not only not in Port at the time, but were not expected to arrive for some considerable time.

I am prepared to substantiate the truth of these statements, and I submit that, if true, they disclose scandalous abuse of authority on the part of the Consul and Vice-Consul, which ought to be put a stop to.

The matter is one in which the trade of Bombay is affected, inasmuch as a large proportion of the steamers which carry passengers to and from Jeddah run from and to Bombay. I therefore respectfully request that the facts which I have mentioned may be laid before the Chamber, which will, I venture to hope, see fit to make a representation to the Government of Bombay on the subject, or take such other steps with the view of putting an end to the grievance under which the traders at Jeddah now suffer as may seem advisable.

In addition to the documents to which I have already referred, I send copies of the following further documents in support of the statements I have made :—

Copy letter addressed to the Secretary of State for Foreign Affairs by numerous merchants and brokers at Jeddah.

Copy letter to the undersigned from the Vice-Consul at Jeddah.

Copy letter from Consul at Jeddah to H. H. the Grand Shereef of Mecca and to His Excellency the Governor General of the province of Hejaz.

Copy extract from the *Times of India*.
Declaration of Thomas John Gee.
Do. of A. H. Brown.
Do. of Sayed Mahomed Rashed.
Joint ditto of Hajee Cassum, Hajee Essa and Hajee Cassum Hoossein.

I beg also to draw your attention to a letter written by a correspondent of the *Times of India* from Jeddah, which appears in the issue of that paper of the 3rd June instant.

I shall of course be ready to supply any further information in my power, if required to do so by the Chamber:—I am, &c.,

HAJEE ABDOOLRAMAN ALLARUKA.

I THOMAS JOHN GEE, of Bombay, British inhabitant, do solemnly and sincerely declare and say as follows:—

1. I have been carrying on business in Jeddah as a general merchant and steamship agent for more than five years last past.

2. I know Captain G. Beyts, he is Her Majesty's Consol at Jeddah. I also know Mr. A. B. Wylde, he is Her Majesty's Vice-Consul at Jedba. The said Captain G. Beyts and Mr. A. B. Wylde, together with a Mr. Oswald and Mr. N. H. Beyts, a son of the said Captain G. Beyts, carry on business in partnership together at Jeddah under the name, style, and firm of Beyts and Company, as general merchants and commission agents.

3. In the spring of last year I was informed at Lloyd's Office, at London, that Mr. A. B. Wylde, who was described to me as the son of a Foreign Office clerk, was in partnership with others, a sub-agent for Lloyd's at Jeddah.

4. In the year One Thousand Eight Hundred and Seventy-five the said Mr. Wylde informed me at Jeddah that his firm had in the then previous pilgrim season of 1874-75 chartered the steamship "Killarney," and that they, with the support of the British India Steam Navigation Company, and of Messrs. Gray, Dawes and Co., who are, I believe, the agents in London of the said Company, intended in the then ensuing season to monopolise as far as possible the trade of transporting pilgrims from Jeddah to their native country, and that they had already made it 'hot' for all engaged in the trade, which they were able to do by reason of their consular powers.

5. In order to carry out the said object of monopolising the trade of transporting pilgrims from Jeddah to Penang, Singapore, Malacca, Batavia, and some other places, Messrs. Beyts and Co. have combined with Syed Mahomed Omer Sagoff, the resident agent of, and also a shareholder in, the Singapore Steamship Company, Limited, and also with Omer Nusseef, the agent of His Highness the Grand Shereef of Mecca, with the object of securing

for their own exclusive benefit the transport of pilgrims to Penang, Singapore, Malacca, Batavia, and other places.

6. The said Messrs. Beyts and Wylde, British Consul and Vice-Consul at Jeddah, issued an order prohibiting merchants, agents, and brokers from letting passages to pilgrims going from Jeddah to India and other places until those vessels were actually in the port of Jeddah.

7. I know that Hajee Abdool Rahimon Allarukia, who is a merchant in a large way of business at Jeddah and Bombay, chartered amongst others the steamships "Guy Mannering," and "Tartar," and "Langshawe," and that the said Hajee Abdool Rahimon Allarukia, having let passages to pilgrims in the said steamships, was compelled by the said Consul or Vice-Consul to return the passage-money collected by him because the vessels were not actually in the port of Jeddah, and the said firm of Messrs. Beyts and Co. afterwards let passages to the very same passengers through the Dragoman of the British Consulate for steamers which were not in port at the time.

8. I have seen documents purporting to be copies of communications addressed to the Turkish authorities, stating that the British Government had ordered that no person should be allowed to let passages to pilgrims unless the vessels in which the passages were let were in port, and I have been informed by the Captain of Police in the service of the Turkish Government, and many other officers in the same service, to the effect aforesaid. I have seen a letter in Captain Beyts' handwriting, stating that he had fined Hajee Abdool Rahimon £15 for engaging pilgrims for a vessel not in harbour, and his determination to fine any one who should engage passengers for steamers not in harbour, unless they were agents for "Companys" steamers.

9. I know that Mr. Evans, the Agent of La Compagnie de Chemin de Fer Navigation a Vapeur et Commerce d'Odessa, a Russian Company, was fined £50 for the same act, though he ignored any knowledge of the issue of such an order. Mr. Evans was also forced to give back the money he had collected, and I know that many of his pilgrims were forthwith shipped in the steamship "Vingorla," belonging to the British India Steam Navigation Company, Limited, of which Beyts and Co. are the agents at Jeddah, at an increased rate of passage money. I believe that in all these cases Mr. Beyts' fines have been protested against by the charterers or their agents and even by the masters of steamers.

10. I say that the said N. H. Beyts, son of the said G. Beyts, and Mr. J. S. Oswald, have respectively at different times acted as Consul.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, entitled "An Act to repeal an Act of the present Session of Parliament, intituled, An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and

extra-judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths." THOMAS JOHN GEE.

Declared and Subscribed at Bombay this Third day of June, 1876,

Before me,

A. CRAIGIE, Notary Public, Bombay.

I ALFRED HUMPHREYS BROWN, of Bombay, British inhabitant, do solemnly and sincerely declare and say as follows:—

1. That on or about the Twenty-first day of December, One Thousand Eight Hundred and Seventy-five, I left Bombay on board the steamship "Guy Mannering" for Jeddah, and reached Jeddah in the month of January last.

2. About a fortnight after my arrival in Jeddah I called at the office of Captain Beyts, Her Britannic Majesty's Consul at Jeddah, to make arrangements for a passage back to Bombay. I first saw Mr. Oswald, his partner, and told him that I wanted to see the Consul, when I was told that the Consul was busy then, he, was engaged in making shipping contracts. After waiting for nearly an hour, during which time I conversed with Mr. Oswald, and was informed by him that his firm of Beyts and Co. were the agents for the British India Steam Navigation Company, and that they were also interested in other steamships, I saw the Consul, but nothing was arranged as to my passage then. I again called on the Consul on the following day; when I told him that I wanted to arrange for a passage to Bombay, the Consul replied, "We are agents for the British India Steam Navigation Company's boats and other boats;" and added, "I can make such an arrangement for you," or words to that effect, and then referred me to Mr. Oswald. I saw Mr. Oswald either the next day or the day following. Mr. Oswald said that the only available steamer that his firm then had in the harbour was the "Standard," and that the Nawab of Rajgad, who was on the pilgrimage that year, had engaged the whole of the cabin accommodation of the "Standard." I said that I had heard that the Nawab was going to return by the "Guy Mannering," in which he had gone to Jeddah. Mr. Oswald said, "No, he had engaged the 'Standard' a long time previously, nearly a month before then." He also informed me that the "Standard" had been only two or three days in the harbour.

3. That whilst I was in Jeddah many pilgrims complained in my presence about the way business was transacted by the Consul. They complained that they could not get passages to India, and attributed it to the action of the Consul.

4. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, entitled, "An Act to repeal an Act of the present Session of Parliament, entitled, An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-

judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.

ALFRED H. BROWN.

Declared and Subscribed at Bombay this Third day of June, 1876,
Before me,
A. CRAIGIE, Notary Public, Bombay.

I SAYED MAHOMED RASHED, British subject, resident of Jeddah, but at present temporarily residing in Bombay, solemnly and sincerely declare and say as follows :—

1. I know Captain Beyts, Her Britannic Majesty's Consul at Jeddah, and also Mr. A. B. Wylde, the Vice-Consul there. They carry on business in partnership with Mr. Oswald under the name, style, and firm of Beyts & Co. at Jeddah, and under the name of George Beyts & Co. at Suez.

2. I served Messrs. Beyts & Co. as an extra clerk in the months of November, December, and January, and part of February last. I left their service in the middle of February last.

3. It was formerly the custom for merchants at Jeddah to issue in advance passage tickets for ships or steamers chartered by them, but in the month of January last Her Britannic Majesty's Vice-Consul at Jeddah issued an order prohibiting the issuing of such tickets until the arrival in the harbour of Jeddah of the ship or steamer to which they relate.

4. Messrs. Beyts & Co. were the agents for the British India Steam Navigation Company and for other charterers and owners of steamers and ships. They also charter steamers on their own account for carrying pilgrim passengers from Jeddah to India and other places. They are general merchants and commission agents.

5. The abovementioned order was issued by Captain Beyts, the head partner in the said firm of Beyts & Co., with the object, as I believe, of monopolising and securing the trade of conveying pilgrim passengers to India and other places for his own firm of Messrs. Beyts & Co.

6. Messrs. Beyts & Co. did not comply with the order above referred to, for the steamer "Standard" was let by Messrs. Beyts & Co. to the Nawab of Rajgud for himself and his followers more than a month previous to her arrival in the harbour of Jeddah. Passage tickets to passengers for steamship "Arcot," consigned to Messrs. Beyts & Co., were issued and given by the said firm to the passengers about a fortnight previous to the arrival of the said s.s. "Arcot" in the harbour of Jeddah.

7. The season when pilgrims return commenced in the middle of January last.

8. In or about the beginning of January last Messrs. Beyts & Co. entered into a combination or partnership with Syed Mahomed bin Oomer Sagoff, agent of the Singapore Steamship Navigation Company, and with Oomer Nusseef, with the object, as I believe, of monopolising the business of carrying the pilgrim passengers to India, Singapore, and other places.

9. The said Syed Mahomed bin Oomer Sagoff and Oomer

Nusseef were despatched by the said Messrs. Beyts & Co. to Mecca, to let passages to pilgrims there.

10. In the months of January and February last the said Syed Mahomed Oomer Sagoff and Oomer Nusseef issued tickets and engaged passengers for Singapore, Penang, Malacca, and Batavia sufficient for nine or ten steamers, whilst they had only three steamers at the time in the harbour of Jeddah, one of them, "Japan," was chartered by Syed Mahomed bin Oomer Sagoff, one "Jeddah," was consigned to the said Syed Mahomed bin Oomer Sagoff by the Singapore Steam Navigation Company, and the third, "Eastern Isles," was also consigned to the said Syed Mahomed bin Oomer Sagoff by Syed Mohsen, a merchant of Singapore. The said partnership or combination formed as aforesaid finding that they had engaged more passengers than the steamers which they had in the harbour, and also those which they expected to arrive, would carry, chartered an additional steamer which was then standing in the harbour of Jeddah.

11. The number of pilgrim passengers engaged for Singapore, Penang, Malacca, and Batavia was about eight thousand.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the Sixth year of the reign of His late Majesty King William the Fourth, entitled, "An Act to repeal an Act of the present Session of Parliament, entitled, An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial oaths and affidavits and to make other provisions for the abolition of unnecessary oaths."

S. M. RASHED.

Declared and Subscribed at Bombay this Third day of June, 1876,
Before me,
A. CRAIGIE, Notary Public, Bombay.

We HAJEE CASSUM HAJEE ESSA and HAJEE CASSUM HOOSSEIN, both of Bombay, Mahomedan inhabitants, do hereby severally solemnly and sincerely declare and say as follows:—

1. That in the month of September last we left Bombay on a pilgrimage to Mecca. We completed our pilgrimage on the Seventh day of January last. We were present in the office of Hajee Abdool Rahimon Allarukhia at Mecca, after we had completed our pilgrimage, when a man or sepoy from Kaim Mokam came there and ordered the said Hajee Abdool Rahimon Allarukhia to discontinue engaging passengers and issuing passage tickets for Penang and Singapore, as no steamer of his was in the harbour of Jeddah, and requested him to go with him to the Kaim Mokam or Governor of Mecca. Thereupon the said Hajee Abdool Rahimon Allarukhia, we these deponents, and one Hajee Cassum Essa, accompanied the sepoy to the Kaim Mokam. The said Kaim Mokam ordered the said Hajee Abdool Rahimon Allarukhia not to issue any passenger tickets until the steamer in respect whereof the

same should be issued was actually in the harbour at Jeddah, and the said Hajee Abdool Rahimon Allarukhia asked the reason for the said order. The said Kaim Mokam said that he had received a notice from the Consul of Her Majesty, whose subject he, the said Abdool Rahimon Allarukhia, was, requiring him, the said Kaim Mokam, not to allow the said Hajee Abdool Rahimon Allarukhia to engage passengers because there was no steamer of his standing in the harbour of Jeddah. Hajee Abdool Rahimon Allarukhia said that he had chartered the "Langshawe" for Penang and Singapore, and in proof of his statement he actually produced to Kaim Mokam the documents of Charter. He also asked Kaim Mokam how it was that Syed Mohomed Sagoff issued passenger tickets for steamers which were not in the harbour of Jeddah. The Kaim Mokam said that he personally had no objection to Hajee Abdool Rahimon Allarukhia's engaging passengers, but he had no voice in the matter, he was merely carrying out the instructions of the Consul at Jeddah of Her Majesty, whose subject he, the said Hajee Abdool Rahimon Allarukhia, was, and to whom he, the said Hajee Abdool Rahimon Allarukhia, must go.

2. Yusef el-Kodsi is the name of the interpreter of the British Consul: the said Yusef-el-Kodsi required the Kaim Mokam to order Hajee Abdool Rahimon Allarukhia to return to the passengers to whom he let passage for Penang and Singapore the amount of the passage-money he had received from them, and Hajee Abdool Rahimon did accordingly return the passage-money by the order of the said Kaim Mokam.

3. We know of our own knowledge that whilst the said Hajee Abdool Rahimon Allarukhia was prohibited from issuing passage tickets, until the arrival of his steamers, yet the said Syed Mahomed Sagoff was allowed, without any obstruction or molestation whatever, to issue tickets in respect of steamers which were not at the time in the harbour at Jeddah.

And we make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, entitled, "An Act to repeal an Act of the present Session of Parliament, entitled, an Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths."

હાજી કાસમ હાજી ઇસાની સહી

i.e., HAJEE CASSUM HAJEE ESSA,
(his signature).

હાજી કાસમ હુસનની સહી.

i.e., HAJEE CASSUM HOOSSEIN,
(his signature).

Declared and Subscribed at Bombay, this Third day of June, 1876,
Before me,
A. CRAIGIE, Notary Public, Bombay.

[*Extract from the "Times of India."*]

Shakspeare says that "a true devoted pilgrim is not weary to measure kingdoms with his feeble steps." It is fortunate for shipowners that such is the case, and the care and anxiety with which the pilgrims to Mecca are looked after by speculators in Bombay is something extraordinary. Unfortunately everybody is not inclined to give fair play to everybody else, and the result is that while we find almost free and open competition in Bombay to carry pilgrims to Jeddah, we find also that at that port there is a strong attempt being made to monopolise the trade by the most reprehensible means. It so happens that the agent at Jeddah of a large steamship Company is also English Consul at that port. Now the English Consul at Jeddah is paramount power there. True, the place is supposed to be governed by Turkey, and ruled according to Turkish law, but as a matter of fact there is no law in existence there at all, and the English Consul needs only say to the Turkish representative, "Do this; and he doeth it." The Consul and steamboat agent uses this authority pretty frequently against persons who have to do with ships other than those belonging to his own Company. For the most trifling offences Captains and others are heavily fined, and the other day a batch of brokers were sent to prison by his orders without the option of a fine. Indeed, so oppressive did this conduct become, that when a protest against the hardship was sent to the supreme power from a meeting of shippers, brokers, masters, and others, held at Aden, the Consul at once drew in his horns, and hurriedly got several of the fines remitted. Of course, the object of the Consul is patent, even if it were not declared. It is to make the place "too hot," so to speak, for any boats but those of the Company he represents. The whole question, we are informed, is to be laid before the Bombay Chamber of Commerce for consideration by that body. We trust, as we believe, that it will then be found that the zealous agent is acting on his own authority and not under instructions from the Company he represents, which is well known to be highly respectable and well managed.

JEDDAH, *5th January*, 1876.

I am directed by the British Government to request your Highness officially to give strict orders to all Sheik and all Indian pilgrim brokers and others that no passenger tickets are to be issued to Indian pilgrims at Mecca.

The reason of this order is that Indian pilgrims have been much imposed upon by brokers, &c., who sell them tickets by steamers which frequently do not arrive here at all. I have, therefore, the honour to request that your Highness will meet the wishes of the British Government by making it publicly known, as an order from this Consulate, that no tickets for passage by steamers are to be issued to any British Indian pilgrims at Mecca.

(c c 2)

શ્રી જુધ્ધાની તા૦ ૧૨મી જાનેવારી
સને ૧૮૭૬ ઇશવી.

અમુને ખબર મલી છેકે વેપારી લોકો તથા દલાલ લોકો પાસેથી જે તમે પાશીજરો નીમકાછરી ફમધેથી કલકતા બંધર તથા બીજા દેશ ધર શરનુરી કરોછો વ આ આધારે અગર એજ પર માણે છે તો અમુને જલથી શીખ તાર આપો તેના ઊપરી અશથેજ કુ૦ ઇશટીમર તમારે પાશજ ધરમા છે અથવા જલદીથી આવનાછે અને અમે તમોને ખબર આપીએ છેઇએ જે તમે પાશીજરો ઇંગેજે કરશે વગર તારકરેતો તમુને ધારા પરમાણે શજા મલશે.

મશતર વચ્મેલડ
વઇશ રેશલ ઇગરેચ.

Mecca.
Received from Yosef, Dragoman, British Consul, 3 o'clock on the 13th January, 1876.
HAJEE ABDOOLRAHIMON ALLABUKHIA.

British Consulate, Jeddah.

JEDDAH, 12*th January*, 1876.

SIR,—I have had a complaint brought before me by brokers and merchants residing here, that you are engaging pilgrims in Mecca for Calcutta and elsewhere without having means of conveying same to destination.

If this is the case, I must forbid you doing so unless you can furnish me immediately with documents informing me what steamers you have in port or expected shortly.

I may inform you that if you engage pilgrims without having a vessel to take them away, you are liable to prosecution for obtaining money under false pretences.—I have, &c.,

(Signed) A. B. WYLDE,
H. B. M.'s Vice-Consul.

British Consulate, Jeddah.

JEDDAH, *20th January*, 1876.

To the SECRETARY of STATE for FOREIGN AFFAIRS, London.

SIR,—We, the undersigned merchants and brokers of Mecca and Jeddah, beg to submit for your consideration the following circumstances arising in connection with the engagement and shipment of pilgrims from Mecca and Jeddah to their several ports of destination, which appear to us to call for your interference.

You are doubtless aware that at this time there is a great influx of Mahomedans from all parts of the East to Mecca, and when the pilgrimage is concluded, the charterers of steamers which may either be at Jeddah waiting or expected to arrive, employ brokers and agents to engage as many pilgrims as they have, or expect to have, accommodation for, to convey them to their destination.

Among others engaged in this business is the firm of Messrs. Beyts and Co., of this port, the senior in whose firm is H. M.'s Consul, and a junior member Vice-Consul, and while we do not object to their competition on these grounds, we object to the unfair use made of the power afforded two of their partners as Consul and Vice-Consul to prevent us employing the same means as they themselves use in the prosecution of their business.

We enclose copy of a letter received by one of our number signed by H. M.'s Vice-Consul, relative to the engagement of pilgrims for a steamer not yet in port but daily expected, and while not disputing the right of H. M.'s Consul to be jealous of the safety and property of H. M.'s subjects, we think it manifestly unfair that Messrs. Beyts and Co., as steamship agents, should be allowed to adopt the same means which we do not deny having done, as set forth in the Vice Consul's letter, and of which H. M.'s Vice-Consul could not but be cognisant.

We can prove that on the date of H. M.'s Vice-Consul's letter, Messrs. Beyts & Co. had, by an agent sent to Mecca, engaged nearly 200 pilgrims for conveyance to Bombay by a steamer not in port nor expected for a week.

We would also bring under your notice the anomaly existing between steamers consigned to Messrs. Beyts & Co. and those addressed to native or other agents. Two instances will be sufficient. Last year the steamer "Marcia," of Lodon, called in here on her way to Bombay with a cargo of coal, in the expectation that she might be fortunate enough to add something to her freight by conveying a number of pilgrims on her upper deck. Her Majesty's Consul interfered, and prohibited her from shipping a single pilgrim, alleging that she must have accommodation in her 'tween decks before she was competent to carry passengers. Of this we also do not complain; but at the present time a steamer called the "Standard" is in port, having on board a full cargo of coal for Bombay, and she is consigned to Messrs. Beyts & Co., and although she is in dexactly the same position as the "Marcia," having no accommodation in her 'tween-decks, we understand 500 pilgrims have been, or are to be, engaged to make the voyage to Bombay on her upper-deck. It is of these and other malpractices we complain, and we are sure we have only to draw your Lordship's attention to them

for the necessary instructions to be given to H M.'s Consul here to act in a fair and independent manner to all firms, agents, and steamers employed in the pilgrim trade.

9th March, 1876.

No. 4695 of 1876.

POLITICAL DEPARTMENT,
BOMBAY CASTLE, 14*th August*, 1876.

From C. GONNE, Esq., Secretary to Government, Bombay, to J. GORDON, Esq., Secretary to the Bombay Chamber of Commerce.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 26 ultimo, No. 140, giving cover to a letter (with accompaniments) addressed by the Bombay Chamber of Commerce to Her Majesty's Secretary of State for Foreign Affairs connected with certain charges made against the Consul and Vice-Consul of Jeddah, and to request that you will inform the Chamber that their representation will be transmitted to Her Majesty's Government by the next Mail.—I have, &c.,

C. GONNE, Secretary to Govt.

APPENDIX Q.

———:o:———

EXPEDIENCY OF SUBSTITUTING MINERAL FOR VEGETABLE OIL IN LIGHTHOUSES IN INDIA.

No. 169 of 1876.

MARINE DEPARTMENT,
BOMBAY CASTLE, *5th February*, 1876.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a letter from the Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, No. 21, dated 22nd January, 1876, with its accompaniments, and to request that Government may be favoured with the opinion of the Chamber of Commerce on the question therein referred to as to the expediency of substituting mineral for vegetable oil in lighthouses in India.—I have, &c.,

J. MACDONALD, Colonel,
Secretary to Government.

No. 169.

MARINE DEPARTMENT,
BOMBAY CASTLE, *5th February*, 1876.

Letter from the Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, No. 21, dated 22nd January, 1876.

SIR,—I am directed to forward, for careful consideration and an expression of the opinion of His Excellency the Governor in Council, copy of a despatch from the Secretary of State, No. 113 (Statistics and Commerce), dated the 18th November last, and of its enclosures, on the expediency of substituting mineral for vegetable oil in lighthouses in India.

2. I am to invite the particular attention of His Excellency in

Council to the letter from the Trinity House, No. 4372, of the 8th November last, regarding the necessity of securing oils of a high flashing point, and of determining what should be fixed as the minimum flashing point in order to obviate the risk of explosion in the event of mineral oils being used in lighthouses in Indian seas.—I have, &c., A. O. HUME, Secretary to the Government of India.

RESOLUTION.—To be forwarded, with a copy of the accompaniments, to the Commissioner in Sind, the Trustees of the Port, the Superintendent of Marine, the Deputy Conservator and Master Attendant of the Port, the Chamber of Commerce, the Collector of Salt Revenue, and the Political Resident at Aden for report.

J. MACDONALD, Colonel,
Secretary to Government.

No. 113 (Statistics and Commerce), dated India Office, London, the 18th November, 1875.

From Her Majesty's SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

With reference to your letters of the 14th July, 1874, No. 5, and 20th September last, No. 26 (Commerce and Trade), I transmit a copy of a letter dated the 8th instant, from the Trinity House, with its enclosures,* relative to the use of mineral oils in lighthouses.

* Parliamentary papers sent by book-post.

2. Five spare copies of the Parliamentary papers referred to will be sent through the Store Department to the Secretary to your Government in the Revenue, Agriculture, and Commerce Department, and six copies of all such papers will be forwarded in future.

No. 4372, dated the 8th November, 1875.

From the SECRETARY to the CORPORATION of TRINITY HOUSE, London, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Board to transmit to you, for the information of the Secretary of State for India in Council, in reply to your letter of the 24th August, 1874, the accompanying papers relative to the introduction of mineral oil as an illuminant into various lighthouses under the jurisdiction of this Corporation.

Commons Papers.
No. 318 of 1871.
" 2 of 1872.
" 264 of "
" 3 of 1873.
" 378 of "
" 190 of 1874.
Draft of contract report by Mr. Valentin.

I am first to express the very great regret of the Elder Brethren at the long delay which has taken place in furnishing this information.

The Parliamentary papers forwarded herewith show in full detail

the proceedings which have been taken by the Elder Brethren (as well as by other lighthouse authorities of the United Kingdom) in the gradual introduction of paraffin oil into a portion of their lighthouse system, and in them will also be found (No. 378, pages 7, 29, and No 190, page 1) copies of such reports and information as have been received by the Elder Brethren from France upon the subject.

In regard to your question whether it is expedient to substitute kerosine for vegetable oil in the light houses of India, the Elder Brethren direct me to state that as mineral oils when subjected to a high temperature throw off a vapour which is explosive, it is necessary to consider the conditions of heat to be encountered in relation to the description of oil to be selected. For if in a tropical clime a volatile oil were used which vaporised considerably during the day, an explosion would probably occur on kindling the light at night resulting in more or less serious damage to the lantern, apparatus, or structure. By the accompanying blank form of contract for mineral oils which has been adopted by this Board, it will be seen that for paraffin oil the vaporising or flashing point is stipulated to be not lower than 130° Fahr., while that for petroleum is to be 125°. These limits are considered sufficient for safety in the climate of this country, and it will be for the authorities in India to determine the limits which could safely be applied within their jurisdiction. It should be observed, however, that the superiority of mineral oil over Colza is only that of cheapness, and that as greater cost is said to be incurred in refining the oils which vaporise only at high temperature, it is probable that by raising the stipulated flashing point the economic advantage of the illuminant will be diminished.

The Elder Brethren have considered it necessary to take more especial precautions in the storage of mineral oils than are required with Colza, which are chiefly in the provision of iron air-tight cisterns placed in a building, detached from the lighthouse itself, and on delivery of any supplies of paraffin oil at a lighthouse a sample is drawn therefrom, submitted to test and reported upon in the manner shown by the annexed form.

The Elder Brethren trust that with these observations and a perusal of the various reports in the printed papers sufficient information will be provided to enable the Secretary of State to consider the preliminary questions which affect any project for adopting mineral oil in lighthouses, and they will be happy to give any further and more specific information or assistance which may be required.

This Tender is to be delivered at the Trinity House, London, E. C., on, or before _____
addressed to the "Secretary of the Corporation of Trinity House," and marked on the outside "Tender for Mineral Oils."

TRINITY HOUSE CONTRACTS.—MINERAL OILS.

To the SECRETARY of the CORPORATION of TRINITY HOUSE, London.

SIR, * , the undersigned, hereby offer to contract with the Corporation of Trinity

* Here insert "I" or "We."

House for the supply and delivery of _____

† Strike out words that do not apply.

(more or less) Imperial gallons of † Paraffin or† Petroleum Oil, during the period from _____ to _____ upon the Terms and Conditions mentioned, and set forth, in the annexed Specification and Terms and Conditions of Contract, at and for the price of‡

‡ To be stated in words at length, and also in figures.

(£ _____) for every Imperial gallon delivered, estimated by weight as provided in the within Specification, payable as in the said terms and conditions mentioned; and also engage to supply (under the same terms and conditions) any quantity that may be ordered, in addition to those comprised in the said Specification, and to allow, or deduct, for any quantity included therein which may not be ordered to be supplied, at the rate and price above set forth, which price includes all labour, and all expenses in preparation and delivery of the same, as well as all superintendence, profit, and contingencies.

And engage, in the event of this Tender being accepted, to provide, within seven days thereafter, two sufficient sureties, to be approved by the said Corporation, who shall executive a Bond, to be prepared by the Solicitors to the said Corporation, binding themselves jointly and separately in a penal sum equal to the total amount payable in respect of this Tender, for the due performance by of the works and matters aforesaid.

And agree that, subject to the execution of such Bond as aforesaid, this Tender shall, without anything further, constitute a valid and binding agreement between and the said Corporation, for the due execution by of the supplies and matters aforesaid, upon the terms and conditions aforesaid, if you, or any other authorised Officer or Agent of the said Corporation, shall signify the acceptance by the said Corporation of such Tender by letter, addressed to at the place of address at the foot hereof, transmitted through the General Post, or otherwise sent to or left for at such place of address within one calendar month from the date hereof.

Dated this day of 187 .

Witness,	Name _____
Name _____	Trade or Profession
Address _____	Address _____

To be Signed also on the and pages.

TRINITY HOUSE, LONDON.

CONTRACT FOR THE SUPPLY OF MINERAL OILS.

YEAR.

SPECIFICATION.

Terms and Conditions of Contract.

1. The Mineral Oil required to be supplied under this Contract is to be of the best possible quality, the greatest care is to be taken in its preparation, and it must be as free as possible from Oil of Vitriol.

2. If the Oil be *Petroleum*, it must have a specific gravity not less than ·785, nor greater than ·790, at 60° Fahrenheit; its flashing point not lower than 125° to 130° Fahrenheit, and it shall distil between 212° and 482° Fahrenheit.

3. If the Oil be *Paraffin*, it must have a specific gravity not less than ·810, nor greater than ·820, at 60° Fahrenheit, flashing above 130° Fahrenheit, and distilling between 212° and 572° Fahrenheit.

4. A sample of 5 gallons of each of the Oils proposed to be supplied is to accompany the Tender, such sample will be tested by burning to ascertain its action on the wick, and its specific gravity, flashing point and chemical composition (to be determined by fractional distillation) being ascertained, the several results shall, if approved, be considered binding in all subsequent deliveries of Oil under this Contract.

5. The quantities of Oil required, and places of delivery, are approximately stated in the schedule hereto annexed, subject to such modifications as may be determined upon; the Contractor will give notice before delivering each supply, in order that the quantity may be confirmed.

6. The Oil must be delivered alongside a Vessel provided by the Corporation, in such casks as the Contractor may think best, provided that they are sound and in good condition (any appearance of their being otherwise will cause them to be rejected from shipment); provided also that no one cask, when full, is of a greater weight than 336 lbs. All casks, when empty, will be returned to the Contractor into his Barges in exchange for full ones, and no charge for such casks will be allowed in account.

7. Every cask shall be numbered, and shall have its gross weight and the tare for the cask marked upon it; the nett contents shall be computed in gallons at 8·15 lbs. per gallon if the Oil be Paraffin, or at 7·9 lbs. per gallon if the Oil be Petroleum.

8. All charges for carriage or waterage to or from the vessel are to be borne by the Contractor, the price per gallon named in the Tender is to include incidental charges of every description.

9. Samples will be drawn at pleasure from any portion of each parcel delivered, and shall be tested in accordance with the tenor of paragraph 4. In the event of the test being unsatisfactory, the Contractor shall, at his own expense, remove the whole quantity immediately after receiving notice of rejection, and must immediately replace the same with another supply, which latter shall be tested in like manner. Records will be kept of the results in each case of testing samples.

10. Payments will be made monthly, during the continuance of the Contract; the bills for quantities delivered in one month shall be sent in on the 1st day of the next month, and paid before or upon the last day of the latter month, free of discount.

11. The times for delivery stated in the Schedule hereunder given, are to be read as a portion of the Contract, and in the event of delay in completion of the supply, a drawback of 10 per cent. for the first day, and 1 per cent. for every subsequent day of delay, shall be imposed in respect of the quantity undelivered, until completion of the supply: such drawback to be wholly forfeited, and debited in account against the Contractor.

12. Should the Contractor fail to commence, or to proceed with due diligence, at the times, and in the manner hereinbefore agreed, or in case of the Bankruptcy or Insolvency of the Contractor, the Trinity House may, if they think fit, after giving seven days' notice in writing to the Contractor, cancel the Contract, and make a Contract or Contracts with any other Contractor or Contractors, and charge all excess of price to the present Contractor: such excess of price to be debited in account against the present Contractor, or recovered by way of liquidated damages under this Contract.

SCHEDULE WITHIN REFERRED TO.

Port of Delivery.	No. of Gallons.		

Signature of Contractor _____

Witness _____ Date _____

TRINITY HOUSE, LONDON.

MINERAL OIL CONTRACT.

REPORT on the results of the Chemical Examination of a sample of Paraffin Oil by W. VALENTIN, Esq., *Royal College of Chemistry, South Kensington.*

NAME OF LIGHTHOUSE.	Colour of oil.	Flashing point ° F.	Oil continued to burn at F.	Specific gravity at 60° F.	Oil began to boil at ° F.	RESULTS OF FRACTIONAL DISTILLATION.				REMARKS.
						Distillates.	Percentage composition.	Specific gravity at 60° F.	Colour of distillates.	
Fern. Received 29th Sept.	Pale yellow fluorescent.	140°	163°	·813	302°	Below 300°	·2	...	...	A good average sample.
						300°—392°	12·6	·788	Very pale Yellow.	
						392°—482°	51·2	·805	Ditto.	
						482°—572°	30·6	·833	Yellow.	
						Above 572°	5·4	·857	Brownish black.	
							100			

The 30th September, 1875.

W. VALENTIN

No. 354 of 1876.

Deputy Conservator and Master Attendant's Office,

Bombay, *27th March*, 1876.

To the Secretary, Chamber of Commerce.

Sir,—With reference to your letter dated 28th February, enclosing extract from the Secretary to the Corporation of the Trinity House to the Secretary of State regarding the feasibility or otherwise in burning mineral oils in light-houses in Indian seas, and your request to be furnished with a statement showing the maximum temperature in the lantern of the Kennery and the Prongs lighthouses during the day and night, I beg to inform you that the average mean maximum temperature in the Kennery lantern is

At Sunrise	89°
„ Midday	86°
„ Sunset	88°
„ Midnight	110°

And that in Prongs lantern is

At Sunrise	97°
„ Midday	84°
„ Sunset	85°
„ Midnight	103°

I regret I have not the temperature in the lanterns recorded during the hot weather and monsoon months as it has hitherto been taken in the lightrooms.—I have, &c.,

W. L. SEARLE,
Deputy Conservator and Master Attendant.

Bombay, *12th May*, 1876.

J. Gordon, Esq., Secretary, Chamber of Commerce, Bombay.

Sir,—I beg to own receipt of your favour of the 10th inst. enquiring for the information of the Committee of the Chamber my opinion as to a safe flashing point to be fixed for mineral oil employed in Indian lighthouses, and quoting a reply from the Corporation of Trinity House to a similar enquiry.

I beg to say that I have great doubts of the safety of using

Kerosine, Paraffin, or Petroleum at all for such a purpose in this country. If it is considered necessary to fix so high a temperature as 125° to 130° Fahr. in England, this would indicate a point of 150° to 155° here, where the mean is at least 25° higher than at home.

From observations I made at the Prongs lighthouse last night at about 11-30, a minimum of 155° Fahr. would not appear to be unnecessarily high. The temperature inside the lenses was 110°, and that of the oil overflowing from the wick holder 140°, and as the latter was streaming into the reservoir below, the stratum of hot oil on the top cannot have been much less. Probably a lamp could be constructed to ensure the combustion of all the oil supplied to the wick holder without necessitating its return at a high temperature to the reservoir ; but, considering the difficulty of concentrating mineral oil to that high flashing point so as to get rid of all less volatile traces, I do not think that any arrangement practicable in such a lighthouse as the " Prongs" would render a lower flashing point than 155° or 160° Fahr. safe ; nor am I prepared to say that even if that standard were adopted, mineral oil could be safely employed for lighthouses in this country.—I am, &c.,

D. S. KEMP, F. C. S.

No. 6159 of 1876.

MUNICIPAL COMMR.'S OFFICE, PUBLIC HEALTH DEPT.,
BOMBAY, *9th June*, 1876.

To the SECRETARY of the CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge the receipt of your letter of the 10th ultimo, asking my opinion as to the use of mineral oils in lighthouses. I should have replied to your letter before, but that I have been awaiting the arrival from England of some special apparatus with which to examine the properties of mineral oils and to observe the manner in which they are influenced by the high temperature of this country, I regret that this apparatus has not arrived. As soon as I receive it I shall begin my experiments, and I shall be happy to forward you the results.

Although the lowest flashing point of any mineral oil that could be used with safety in any lighthouse in India can only

be determined by careful and smart experiments, I may roughly state that I am of opinion, from experiments I have made with Kerosine oils, that no Kerosine oil, whose flashing point was less than 140° F., could be used with safety in an Indian lighthouse.—I have, &c.,

T. S. WEIR, Health Officer.

BOMBAY, 20*th May*, 1876.

JOHN GORDON, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We beg to acknowledge receipt of your letter of the 10th instant.

The only oil to be used in lighthouses is the Kerosine oil; at least in the States "Petroleum" is confined to the oil in its crude unrefined state; "Paraffin" to the substance extracted from the Petroleum in the process of refinement and which is used for manufacture of candles; Kerosine is the name given to the refined oil used for burning in lamps.

In England, however, we are told, the name of Paraffin is used to signify the mineral oil taken from schale by mechanical, not natural, process.

We must express our belief that it will not be possible to use mineral oil in lighthouses in this country on account of the great heat to which the oil will be exposed and the consequent danger of explosion. The air itself stands at so high a temperature, that, when to that is added the heat caused by the burning, a flashing point of oil must be secured higher than is, we believe, attainable in any mineral oil in America.

During the inspection of the lighthouses in our harbour on the 18th instant by the Port Trustees, our Mr. Kittredge took special notice of the temperature of the air in the lighthouses near the lamps at Kennery and on the Prongs, and found the thermometer standing at between 91° and 92°. When to this high point you add the heat caused by the combustion of a mineral oil in a four-wicked burner, a heat will be attained such as no mineral oil brought hitherto from America will stand without explosion.

In confirmation we may mention that Kerosine is used universally in Tramway Cars in America, and we have never heard of an accident. In our Tramway here, however, when

we use the best oil, imported by ourselves from the States, we have had many explosions, culminating yesterday in so serious a one that we have decided to abandon tho use of Kerosine.

There is a mineral oil used on board the Cunard steamers plying between Liverpool and America, which our Mr. Kittredge has been informed is non-explosive, and we are sure that that Company would run no risk on their steamers; it may be worth the while of the Chamber to write and enquire about this oil; at the same time it must not be forgotten that while being perfectly non-explosive in the cold temperature of the "Atlantic," it might not stand the heated air of this climate.

The price of Kerosine is now very low in India, being sold in quantity at Rs. 6 and Rs. 6½ per case of ten Bombay gallons. We have no late quotations but doubt it if can be imported under Rs. 7 per case, and for regular use we think that an average cost of Rs. 7½ should be calculated on. You are no doubt aware that there is a vast difference in the qualities and that only the best are inexplosive, at a moderate high temperature.—We are, &c.,

STEARNS, HOBART & Co.

BOMBAY, 18*th May*, 1876.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter of 10th instant we are not importing Kerosine oil at present.

We believe Messrs. Wm. Nicol & Co. imported the last lot, ex-ship "Valiant," from New York; we do not know about Paraffin and Petroleum.—Yours, &c.,

FARNHAM & Co.

P.S.—Price of Kerosine oil fluctuates very much in America. We should say not safe to count on less cost than Rs. 9 or Rs. 10 per case of ten gallons, though only worth Rs. 7½ at present.

No. 125 OF 1876.

BOMBAY CHAMBER of COMMERCE, *27th June*, 1876.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your

letter No. 169, of the 5th February last, requesting that Government may be favoured with the opinion of the Chamber of Commerce on the question of the expediency of substituting mineral for vegetable oil in lighthouses in India.

In reply, I am directed to state that, from the information which the Committee have collected on the subject, they are of opinion that it would not be safe to use mineral oil in lighthouses in this country, on account of the great heat to which the oil would be exposed and the consequent danger of explosion. If it is considered necessary to fix so high a temperature as 125° to 130° Fahr. in England, this would indicate a flashing point of 150° to 155° here where the mean is at least 25° higher than at home.

From observations recently made at the Prongs lighthouse at about 11-30 P.M., a minimum of 155° Fahr. would not appear to be unnecessarily high, if Paraffin were used in similarly constructed lamps. The temperature inside the lenses was 110° and that of the oil overflowing from the wick holder 140°; and as the latter was streaming into the reservoir below, the stratum of hot oil on the top cannot have been much less. Probably a lamp could be constructed to ensure the combustion of all the oil supplied to the wick holder without necessitating its return at a high temperature to the reservoir; but considering the difficulty of concentrating mineral oil to that high flashing point so as to get rid of all less volatile traces, the Chamber does not think that any arrangement practicable in such a lighthouse as the "Prongs" would render a lower flashing point than 155° or 160° Fahr. safe: nor is the Chamber prepared to say that, even if that standard were adopted, mineral oil could be safely employed for lighthouses in this country.

The Engineer of the Bombay Port Trust reports that two Indian lighthouses have lately suffered from using Kerosine oil, viz., "Mandavee" and "Porebunder." In both these cases the lantern was smashed, and, in one, the light-keepers were killed. It should also be remembered that a mineral oil, while being perfectly non-explosive in the cold temperature of the United Kingdom or America, might not stand the heated air of this climate: for instance, Kerosine is used universally in Tramway Cars in America, and no accident has ever been heard of. The Bombay Tramway

Company, however, who use the best oil, imported by themselves from the United States, have had many explosions, culminating recently in so serious a one that they have decided to abandon the use of Kerosine.

With regard to the economical advantage of using mineral oil, I am directed to state that cocoanut oil costs about Rs. 4 per maund of 28 lbs., or a little over 3 gallons. For Kerosine oil, for regular use, an average cost in Bombay of Rs. 7½ per case of ten gallons should be calculated on, but when to this we add the extra cost incurred in refining the oil to vaporise only at high temperature, this advantage, apart from the danger, would probably altogether disappear.—I have, &c.,

J. GORDON, Secretary.

No. 986.

MARINE DEPARTMENT, BOMBAY CASTLE, *7th July*, 1876.

Letter from the Superintendent of Marine, No. 155, dated 19th February, 1876.

Letter from the Political Resident, Aden, No. 55—317, dated 8th March, 1876.

Letter from the Commissioner in Sind, No. 353, dated 22nd March, 1876.

Letter from the Deputy Conservator and Master Attendant of the Port, No. 373, dated 29th March, 1876.

Letter from the Collector of Salt Revenue, No 2921, dated 29th May, 1876.

Letter from the Secretary, Bombay Port Trust, No 1297, dated 9th June, 1876.

Letter from the Secretary, Bombay Chamber of Commerce, dated 27th June, 1876.

Replying to Government Resolution No 169, dated 15th February last, regarding the question as to the expediency of substituting mineral for vegetable oil in lighthouses in India.

RESOLUTION.—In the opinions recorded by these officers, His Excellency the Governor in Council fully concurs. The question, therefore, of what should be fixed as the minimum flashing point in order to obviate the risk of explosion, need not be considered, as it is not recommended that mineral oils be substituted for cocoanut oil.

J. MACDONALD, Colonel,
Secretary to Government.

APPENDIX R.

———:o:———

CUSTOM HOUSE ORDER REQUIRING THE WEIGHTS OF COTTON MANUFACTURES IMPORTED AND EXPORTED TO BE GIVEN IN IMPORT PRIVATE MANIFESTS AND EXPORT SHIPPING BILLS.

No. 1523 OF 1876.

BOMBAY CUSTOM HOUSE, *10th July*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to forward copy of a letter from the Secretary to the Government of India calling upon this department to furnish the weights of all descriptions of piece-goods in addition to yards and value with retrospective effect from the commencement of the current official year, 1st April, 1876, and shall be obliged by the Chamber circulating it among the mercantile community with a view to immediate effect being given to the instructions therein contained.—I have, &c.,

L. REID, Commissioner of Customs.

———

No. 399.

SIMLA, *29th June*, 1876.

From A. O. HUME, Esq., C.B., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to request that arrangements may be made in all Custom-houses in Bombay and Sind to exhibit in all monthly and annual Accounts of Trade and Navigation

furnished to the Government of India and locally published the weight in pounds of *each separate denomination of cotton manufactures*, imported and exported, European and Native, now shown in the returns in yards, or for which only value is given. The weight should be inserted in the returns in addition to the quantity in yards, care being taken to make it clear in each case that the weight is the equivalent of the quantity in yards : thus—

Yards	...	...	...
Weighing in lbs.	...	...	...

2. It is believed that so far as imports and re-exports of European piece-goods are concerned very little additional trouble will be imposed by the exhibition of weight, for as the tariff valuations are based on weight, the Custom-house authorities must necessarily always satisfy themselves of the actual weight on import for the assessment of duty and on re-export for the assessment of drawback. There will perhaps be a little trouble in recording the weight of exports of country piece-goods to foreign countries and of the imports and exports coastwise. Traders in these goods should be required at once to furnish particulars of weight in addition to yards, if it is not the practice to declare the weight already.

3. It has been found necessary to obtain and record the information now required in order to admit of satisfactory comparison between the returns of the sea-borne trade and those of inland trade, *i. e.*, across the frontier and between the various provinces. In registering the inland trade it is found that the quantity in yards of piece-goods cannot be furnished. All that is satisfactorily obtainable is the weight as taken by the railway offices at the great marts, and this being the case, unless the weight is also furnished in the returns of sea-borne trade, it will not be possible to make such a comparison between the two sets of returns as will enable an enquirer to form conclusions as to the accuracy of the returns of inland trade and the relative quantity of piece-goods consumed in various parts of the country or sent across the frontier.

4. I am to request that this information may now be furnished every month commencing with April last (the first of the current official year). To save time a copy of

this letter will be sent direct to the Commissioner of Customs, Bombay, and the Collector of Customs, Kurrachee, so that steps may be taken without loss of time to obtain and furnish the information from April.—I have, &c.,

A. O. HUME,
Secretary to the Government of India.

No. 403.

Copy forwarded to the Commissioner of Customs, Bombay, for information and guidance with reference to para. 4.

C. J. LYALL,
Under-Secretary to the Govt. of India.

No. 137 of 1876.

BOMBAY, 25*th July*, 1876.

The COMMISSIONER of CUSTOMS, Bombay.

SIR,—I have received and submitted to the Committee of the Chamber your letter No 1523 of the 10th instant, forwarding copy of a letter No. 399 from the Government of India calling upon your department to furnish the weights in pounds of each separate denomination of cotton manufactures, imported and exported, European and Native, in addition to yards and value, with retrospective effect from the commencement of the current official year, the 1st of April, 1876, and requesting the Chamber to circulate it among the mercantile community with a view to immediate effect being given to the instructions therein contained.

The object of the Government of India in requiring this information appears to be, as stated in para. 3 of its letter No. 399, 'to admit of satisfactory comparison between the returns of the sea-borne trade and those of inland trade, *i.e.*, across the frontier and between the various provinces."

I am directed to submit, for the consideration of the Government of India, the inexpediency of this order being enforced on the ground that it will give great trouble and cause considerable loss to importers, and will be unsatisfactory for the purpose of showing the movements of goods as is intended.

In para. 2 of the letter of the Government of India, No. 399,

it is stated :—"It is believed that so far as imports and re-exports of European piece-goods are concerned very little additional trouble will be imposed by the exhibition of weight, for, as the tariff valuations are based on weight, the Custom House authorities must necessarily always satisfy themselves of the actual weight on import for the assessment of duty, and on re-export for the assessment of drawback." Here, it appears to have been overlooked that a very large proportion of the imports of cotton manufactures are non-tariff goods ; and the number of operations in the non-tariff goods either for import or re-export will, the Chamber believes, far exceed the number of operations in tariff goods, as can be verified from the Customs entries.

The Chamber apprehends that it will be almost impracticable to get shippers to supply the required information in their invoices : it is difficult enough to get them to give attention in their advices to more essential matters, and the matter of weight is one which, in many instances, say fancy goods of all descriptions, does not at all come under their notice. The result will be delay, annoyance, and expense, in consequence of the Customs authorities stopping imports to have them weighed, and greater trouble when goods are re-exported if discrepancies appear, of which neither the exporter nor the importer here had any knowledge. No doubt, to save this trouble and expense, the Customs authorities will, in most instances, accept the weights when given in the invoices, but it is certain that these weights will be given by the shippers very loosely. But even if, by any amount of trouble on the part of the Customs authorities, the import weights could be got accurately, it would be impossible to make even an approximate comparison with the inland movements of goods, say on the railways. The import returns would give net weights, while the railway returns give gross weights : the import returns show the goods comparatively accurately classified, while the railway classification is very vague, and, when a variety of goods is contained in one package, which is frequently the case, the classification must be inaccurate.

If, however, the Government of India considers the object it has in view to be of such importance as to overrule these considerations, the Chamber directs me to express the hope that the order may not be enforced until four months from

the date of your formal notification of it, so that weights of all descriptions, being entered in the invoices before shipment, will be available, and thus avoid the necessity of opening cases. At present the weights of *grey* goods only are given in invoices: in some instances only are the weights of *white* or bleached goods given, and then it is the *grey* weight, not the *bleached* weight; and the Chamber has never heard of the weights being given in any description of *coloured* or *fancy* goods. The Chamber will, if it is decided to continue the order, be happy to circulate your formal notification of it among the members of the Chamber, and it would suggest that, in addition to this, you advertize it in the newspapers for the information of the rest of the mercantile community; and further that it be advertized extensively in London, Manchester, Glasgow, and other cotton manufacturing towns.

In conclusion, I am directed to add that representations have already been made to the Chamber of the great annoyance which the *immediate* enforcement of the order is causing. The following is an illustration: a merchant went to pass a Manifest of 11 cases ex s.s. "Trentham Hall": as in these 11 cases, there were four different kinds of goods, the Custom officer ordered that 4 cases should be opened in order that he might weigh one piece from each: after a great deal of remonstrance, the cases were passed, in that instance, without opening, as a favour to the merchant, who was informed that he must not expect this always to be done. Now goods when opened always suffer and at this season especially; and the Chamber strongly protests against any attempt to enforce at once, or within the period abovementioned, an order which imposes so much trouble, expense, and loss upon importers.—I have, &c.,

J. GORDON, Secretary.

No. 1799 OF 1876.

BOMBAY CUSTOM HOUSE, 21*st August*, 1876.

From the COMMISSIONER of CUSTOMS to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—With reference to your letter of the 25th July last,

I have the honour to forward herewith, for the information of the Chamber, copy of the Government of India's letter No. 440, dated 11th instant, directing that no action may now be taken on the instructions formerly issued to furnish the weights of all description of piece-goods in addition to yards and value.—I have, &c.,

L. REID, Commissioner of Customs.

No. 440.

SIMLA, 11*th August*, 1876.

From A. O. HUME, Esq., C.B., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In continuation of my letter No. 399, dated the 29th June, 1876, I am directed to state that it has been ascertained that the instructions therein given for the record at all Custom-houses of the weight of cotton piece-goods cannot expediently be carried into effect at present. I am to request, therefore, that no action may now be taken on them.—I have, &c.,

A. O. HUME,
Secretary to the Government of India.

No. 444.

Copy forwarded for information and guidance to the Commissioner of Customs, Bombay.

C. J. LYALL,
Under-Secretary to the Govt. of India.

APPENDIX S.

—:o:—

WATER SUPPLIED TO THE SHIPPING.

BOMBAY, 21*st January*, 1876.

To the SECRETARY, Chamber of Commerce.

SIR,—We the undersigned shipmasters most humbly beg to bring to the notice of the Committee of the Chamber of Commerce that we observed in to-day's paper of the *Bombay Gazette*, under the heading of the Bombay Municipal Corporation, that Captain Henry, of the P. & O. Company, moved a motion recommending the Town Council to lay a 14-inch water main pipe at Mazagon Bunder to supply the shipping in the harbour, that being the most suitable bunder for the purpose. We strongly protest against such a proposal, as it will greatly inconvenience the majority of the shipmasters visiting this port, the distance being a mile further away from the shipping than it is at present. Mazagon, no doubt, is a suitable place for supplying water to the P. & O. steamers only.

Instead of taking the pipe to the above place, why is it not brought down to Moody Bay, a central position for all ships and steamers? We shall esteem it a favour if you will give this your kind attention.—We have, &c.,

W. NEWMAN, s.s. *Rinaldo*.
JOSEPH BROWN, s.s. *Timor*.
RICH. BAINTON, *Good Hope*.
ALEX. FORSHAWE, ship *Glenhaven*.
J. G. FRATT, Barque *Corsad*.
W. J. WOOLDRIDGE, *Warren Hastings*.
A. WEBSTER, ship *Benuwick*.
JAMES FULLERTON, *Aldergrove*.
JAMES DAWSON, *Morayshire*.
JAMES MODDREL, *Benefactress*.
G. E. DUNN, *Aberaman*.
A. J. PHILP, *Varuna*.
C. R. YOUNG, *Victoria Cross*.
WILLIAM PRENDERGAST, ship *Antrim*.
P. L. RHODE, *Menzaleh*.
J. R. ANDREW, *Rajpoot*.
HENRY GIBBS, *Sooloo*.
WM. JOHNSON, *Emperor*.
JOHN GIFFORD, s. *Othello*.

No. 49 OF 1876.

BOMBAY CHAMBER OF COMMERCE, *22nd February*, 1876.

Captain W. NEWMAN, s.s. *Rinaldo*, Captain JAMES DAWSON, and others.

GENTLEMEN,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 21st ultimo, in which you protest against the resolution moved by the Chairman of the Town Council that the Town Council lay a 14-inch water main pipe at Magazon Bunder to supply the shipping in the harbour, that being the most suitable bunder for the purpose.

The ground upon which you protest against this proposal is that it will greatly inconvenience the majority of the shipmasters visiting this port, the distance being a mile further away from the shipping than the position of the pipe from which the present supply of water is obtained. The Committe, however, are unable to discover how any inconvenience can result to shipmasters on this score, for ships, as a rule, are supplied by the Port Trust barges, and they will obtain their water quicker from Mazagon, where the pressure is greater, than from any other place. The difference of time in traversing the greater distance will be more than made up by the greater rapidity with which the barges will be filled. With regard to your suggestion that the pipe should, instead of being taken to Mazagon, be brought down to "Mody Bay, a central position for all ships and steamers," the Committee consider it impracticable, because only at certain times of the tide could a barge, or even a boat, get alongside.

You are probably not aware that the Mazagon Bunder was the site selected by the Engineers and a Committee appointed by the Municipality and the Port Trust respectively, and the following were their reasons for selecting it :—

1.—It is the only bunder on the town foreshore of the island where the Port Trust water barges can get alongside at all times of tide to fill water (except the present Carnac Bunder).

2.—It is the only place where a sufficiently large supply

of fresh water can be given to fill the barges within a reasonable time; and

3.—Because an increased supply of water is required at Mazagon; and if the Municipality go to the expense of putting down a new water pipe, it is better to do so when they can combine an increased supply to a part of the town requiring it as well as an improved and purer supply to the shipping.

Taking these reasons into consideration, the Committee of the Chamber concur with the Municipality and the Port Trust that the Mazagon Bunder is the most suitable place at which to lay the water pipe to supply the shipping in the harbour. At the same time they desire me to remind you that it is not compulsory on shipmasters to receive their supplies of water from the Port Trust, and that, if they choose to send for their own water, they can obtain it from the Apollo, Carnac, or any other Bunder, from which it can be had.—I have, &c.,

J. GORDON, Secretary.

APPENDIX T.

———:o:———

NEW TREATY OF COMMERCE WITH FRANCE.

No. 3300 of 1876.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd June*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copy of a Despatch* from the Secretary of State for India, giving cover to copy of a communication from the Foreign Office regarding the representations it will be desirable to make in the interests of India to the French Government in the approaching negotiations for a new Treaty of Commerce between the United Kingdom and France, and to request that you will be so good as to favour His Excellency the Governor in Council with an expression of the views of the Chamber on the subject.

* To the Government of India, No. 29, dated 12th April, 1876.

2. I am to add that, as the question is pressing, it is hoped that Government may receive an early expression of the opinion now called for.—I have, &c.,

T. D. MACKENZIE,
For Acting Chief Secretary to Government.

Statistics and Commerce, No. 29.

INDIA OFFICE, LONDON, *12th April*, 1876.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—I transmit, for the information of your Excellency, a copy of a correspondence with the Foreign Office, on the subject of the representations which it is desirable to make, in the interests of India, to the French Government in the approaching negotiations for a new Commercial Treaty between the United Kingdom and France.

From Foreign Office, 9th March, 1876, with enclosures.
From Foreign Office, 11th April, 1876.

2. You will observe that I have expressed a general opinion that it is desirable to obtain the utmost facilities which can be granted for the admission into French ports of Indian produce and manufactures free of duty. An important increase may be expected to occur in the direct trade with France, as one of the results of the opening of the Suez Canal, and it will be for your consideration to what extent the interests of India and the interests of your revenue might be consulted by alterations in this direction.

3. I shall be glad to be favoured, as early as possible, with the views of your Government on the question generally, and in regard to any special details connected with either trade or navigation, which you would wish to have represented to the French Government.—I have, &c.,

SALISBURY.

FOREIGN OFFICE, *9th March*, 1876.

To the UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed by the Earl of Derby to state to you, for the information of the Marquis of Salisbury, that it is expected that communications will very shortly take place with the French Government with the view to the conclusion of a new Treaty of Commerce and Navigation between this country and France.

The existing Treaties and Conventions of 1860, 1873, and 1874, of which copies are herewith enclosed, will remain in force until the 30th of June, 1877; but the two Governments are of opinion, in the present state of Commercial Relations between European Powers, that it is advisable that they should enter into communication in order to come to an understanding as to the future Treaty engagements between the two Countries in matters of Commerce and Navigation.

It will be perceived that the arrangements made in 1860 are limited to the United Kingdom and to France and Algeria and do not extend to the possessions of the other Powers except in regard to Australian Wool and to Indian Cotton and Jute. And further that the Treaty of 1873 places

British and French vessels on a footing of equality in all navigation.

I am to request that you will move the Marquis of Salisbury to give this matter his early attention, and to inform Lord Derby as soon as possible what representations he would wish to be made to the French Government in matters affecting Indian interests in the approaching negotiations with France.

I am at the same time to point out that, when stipulations are made with foreign countries in favour of British Possessions, those Possessions may have to be bound by the engagements entered into by Her Majesty's Government in matters relating to the United Kingdom.—I am, &c.,

T. V. LISTER.

INDIA OFFICE, 11*th April*, 1876.

To the UNDER-SECRETARY of STATE for FOREIGN AFFAIRS.

SIR,—In reply to your letter of the 9th ultimo, I am directed by the Secretary of State for India in Council to say that, in his opinion, it is very desirable that in the anticipated negotiations with the French Government for a new Commercial Treaty, an endeavour should be made for the admission of the raw produce and manufactures of India into Fench ports free from duty to the utmost possible extent.

The question is, however, one on which it is necessary to consult the Government of India, to whom your letter will at once be forwarded.—I am, &c.,

LOUIS MALLET.

No. 3486 OF 1876.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 14*th June*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 9th instant, requesting to be furnished with copies of the Treaties and Conventions of 1860, 1873, and 1874 between the United Kingdom and France and with schedules of the duties levied on

Indian Produce and Manufactures imported into France and into French Eastern Possessions, I am directed by His Excellency the Governor in Council to state, for the information of the Chamber, that there are no copies on the records of this Government of the papers you require, but that the Government of India have been written to for them, and on receipt they will be duly forwarded to you.

2. In the meanwhile as the question is pressing, and it is desirable that the views of the Chamber should be submitted at an early date, I am directed to request you will be so good as to let Government know what their present views on the question, referred to in my letter No. 3300, dated 3rd instant, are.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secretary to Govt.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed to acknowledge the receipt of your letters No. 3300 and No. 3486, dated respectively the 3rd and 14th of June, requesting an expression of the views of the Chamber regarding the representations which it will be desirable to make in the interests of India to the French Government in the approaching negotiations for a new Treaty of Commerce between the United Kingdom and France.

The Chamber, having referred the subject to the consideration of a Special Committee, has now the honour to submit its opinion upon it.

The Statement of the Trade of British India with British Possessions and Foreign Countries for the five years, 1869-70 to 1873-74, presented to both Houses of Parliament by command of Her Majesty, shows that the value of Indian produce and manufactures exported from British India to France, in the year 1873-74, amounted to £3,123,217, and that the value of the articles imported from France into India, in the same year, amounted to £322,123 only.

The following were the principal articles exported from British India, in the year 1873-74, the value of each article, and the duty levied upon it, under the official "*Tarif Conventionnel*," published in March, 1874, on direct importations into France :—

ARTICLES.	VALUE. £		DUTY, Per 100 Kilos. Fcs. c.
Coffee	480,600	... ...	156 0
Cotton, Raw	930,524	... ...	Free.
Indigo	380,262	... ...	Free.
Rice	15,327	en grain	0 50
		en paille	0 25
Wheat	12,618	... ...	0 60
N B.—Since the publication of the Tariff in March, 1874, the duty on direct importations of Wheat appears from Actual Account Sales to have been abolished, although the *Surtaxe des entrepôts* is still enforced.			
Hides and Skins, Raw.	76,491	... ...	Free.
Jute, Raw	42,405	... ...	Free.
Vegetable Oils ...	2,314	Olive	3 0
		Palm	1 0
		Cocoa	
		Touloucouna	
		Illipe	
		Ground Nut	
		Castor	
		Others	6 0
		Aromatisées	120 0
Saltpetre	4,304	... ...	Free.
Oil Seeds	549,547	... .	Free.
Silk, Raw	401,442	... .	Free.
Silk, manufactures of..	11,920	Peignée	10 0
		Spun, measuring to the killo. 80,500 simple metres or less... ...	75 0
		Measuring more than 80,500 simple metres...	120 0
Spices	63,391	Pepper, Cloves, Cinnamon, Cassia Lignia, Nutmegs, *en coque* ..	200 0
		Nutmegs *sans coque*, Mace	300 0
Tobacco, unmanufactured	8,974	For Government... ..	Free.
		For Particular Account...	Prohibited.
Wool, manufactures of —Cashmere Shawls.	113,068	... ...	5 per cent. *ad valorem*.
Wool, Raw	1,380	... ...	Free,—but all Raw Wool except Australian subject to *surtaxe des entrepôts* of f. 3·60.

Of the duties so levied, those on Coffee and the *surtaxe des entrepôts* on Raw Wool commend themselves to the attention of the Government of India, the first because of the weight of the duty on the article, and the second because of the exemption from duty which Raw Wool imported from Australia into France enjoys.

The duty levied in France on direct importations of Coffee is 156 francs per 100 killogrammes, or about 70 per cent. of its value. The article upon which this heavy duty is imposed is of perhaps more uncertain production than any other vegetable product, the crops being, in addition to the ordinary effects of unfavourable seasons, constantly liable to injury not only from occasional high winds and heavy rains, but from the ravages of insects. Of the total exports of Coffee from India last year, 171,144 cwts. or 46 per cent. went to the United Kingdom, 125,392 cwts. or 34 per cent. to France, and 74,450 cwts. or 20 per cent. to other countries. Coffee is an article of universal consumption in Europe, particularly among the poorer classes, and the price of it has during the last two or three years stood on a higher level than previously. It appears, however, to the Chamber that a duty of about 70 per cent on the value of the article, levied by a consumer who takes 34 per cent. of the total export from India, must tend to check the production of it; and it recommends that the Government of India should endeavour to obtain a reduction of the duty in order to encourage the cultivation of an article the growth of which is subject to many adverse influences.

The exports of Raw Wool from India to France were valued, in the year ending 31st March, 1874, at £1,380, and the average of the previous four years at £2,758 per year,—an extremely small amount when the capabilities of India for supplying the various qualities are remembered. In the last five years, the value of the total exports of Wool from India was as follows :—

To	1871-72. Rs.	1872-73. Rs.	1873-74. Rs.	1874-75. Rs.	1875-76. Rs.
United Kingdom...	89,57,000	83,21,046	93,19,071	95,14,094	109,24,836
Other Countries...	71,997	59,372	34,286	84,915	17,166

In the United Kingdom, no duties have been levied on the importation of Raw Wool since 1845, which doubtless accounts for the large, and annually increasing, quantity taken

by that country. The Chamber has not before it the results of the differential duties on Wool imported into France from other countries. Australian Wool, however, is specially exempted by the French Government from any duty on importation, and the Chamber considers that a strong representation should be made by the Government of India to procure for Wool exported from India, by British or other Foreign Ports, the same exemption from duty which Australian Wool enjoys.

In addition to the duties levied on direct importations into France from countries out of Europe, a surtax, under the law of 30th January, 1872, is imposed on all products of "extra-European" origin imported *des entrepôts d'Europe*, except on Cotton, Flax, Hemp, Jute, Raw Silk, and Australian Wool, which are admitted free. This surtax is generally levied at the rate of 3 francs per 100 killogrammes, and on all articles, other than those just mentioned, except on Coffee on which it is 5 francs per 100 killogrammes, on Spices from 40 to 60 francs, on tobacco for the Government monopoly 6 francs, on Raw Wool 3 francs and 60 centimes, and on Wheat 3 francs and 60 centimes. The surtax thus levied is imposed on goods shipped from India for France via British or other Foreign Ports. The Chamber recommends, as the point in this reference preceding all others in relative importance, that every effort should be made by the Government of India to obtain from the French Government the abolition of the *surtaxe des entrepôts* on all articles of Indian produce or manufacture. The *surtaxe des entrepôts* was doubtless intended to protect indirectly the shipping interests of France, but it has the effect of obstructing the regular course of commerce. In Indian ports, vessels are not always found on the berth for French ports direct, and, if the produce intended for shipment to France is sent, say, by a Peninsular and Oriental Company's steamer to Southampton, and transhipped thence to Havre, it is subject to the *surtaxe d' entrepôts*, which is sufficiently high to be, in many cases, prohibitory.

A proposition is now, the Chamber understands, before the Government of France to re-establish the *Surtaxe de Pavillon* to the extent of 2 francs per 100 killogrammes on all British or Foreign vessels entering a French port, for the protection of French shipping. The Chamber suggests

that the Government of India should remonstrate against the re-imposition of any such protective duty. British vessels should always be on the same footing as French vessels. In Indian ports, British vessels have no preference over French vessels, and the French Government should, they submit, reciprocate by allowing to British vessels in French ports the same privileges which French vessels enjoy.

The Chamber recommends that efforts should be made to obtain the important concession that Indian cotton and other manufactures shall be allowed to enter into French Eastern Possessions on the same terms as English manufactures.

The Chamber is aware that the concessions asked for in the admission of the products of India into France, and of the manufactures of India into French Eastern Possessions, can only be obtained from the Government of France by concessions being reciprocated by the Government of India in the admission of French products into India; and it recommends that the products of France should be received into India on the most favourable terms.—I have, &c.,

J. GORDON, Secretary.
GEORGE F. HENRY, Chairman.

Chamber of Commerce, Bombay, 28th August, 1876.

APPENDIX U.

———:o:———

NEW PILOTAGE RULES, AND REVISED PORT RULES.

BOMBAY PORT TRUST.

NEW PILOTAGE RULES BROUGHT INTO FORCE FROM THE 1ST OF SEPTEMBER 1876.

BYE-LAWS and REGULATIONS passed under Section LXXX. of Port Trust Act, which is as follows :—

"*The Trustees, at a meeting, shall have the exclusive right and privilege of appointing Pilots for the navigation of vessels within the limits of the Port of Bombay; and it shall be lawful for the Trustees, at a meeting, from time to time, to make such bye-laws and regulations as they shall think fit, for fixing and regulating the wages and allowances for Pilotage to be received by the Pilots to be appointed by the Trustees, and also for regulating the behaviour and conduct of such Pilots, and to enforce the observance of such bye-laws and regulations by the imposition of pecuniary penalties not exceeding one hundred rupees for each offence, or by suspension or deprivation of appointment, or otherwise, as to the Trustees may appear expedient: Provided that such bye-laws shall first have been approved by the Local Government, and published in the manner directed by Section 87 of this Act.*"

1. The Pilot Service shall consist of 15 Pilots—viz., 3 senior Pilots, 4 First Class Pilots, 4 Second Class Pilots, 4 Third Class Pilots—and such Probationers as the Trustees may, from time to time, decide upon.

2. During the absence from any cause, for more than one month, of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationary Pilots, who shall have passed the examination prescribed by Clause 6, to be Acting Pilots. So long as such Probationary Pilots shall remain Acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

EXAMINATION OF PILOTS.

3. The Trustees shall appoint as examiners of Pilots—

The Master Attendant or one of his Assistants.

One Master of schooner, or other vessel employed for conveyance of Pilots.

One running Pilot.

Llodys' Marine Surveyor (who shall receive a fee of one gold mohur for each Pilot examined).

4. Applicants for admission to the Pilot Service must be at least twenty-one years of age, and of good health. They must hold

certificates of good conduct, character and ability, and they must be British subjects.

They will then be eligible for appointment as Probationers.

5. The master Attendant shall have the appointment of Probationers, subject to the sanction of the Trustees.

6. Any Probationer may, with the sanction of the Master Attendant, go before the examining Committee, and, if he passes, he will be eligible for appointment as a Third Class Pilot on the first vacancy.

NOTE.—As a rule, promotion in the various grades will go by seniority, but the Trustees reserve to themselves the right of passing over any Pilot, should his previous conduct, in their opinion, render him unfit for promotion.

SHORE ESTABLISHMENT.

7. The First Assistant Master Attendant shall appoint Pilots by rotation to outward-bound ships, and he shall be the Master Attendant's principal assistant in everything relating to the Pilots, and in his office duties on shore, including the care and inspection of all boats, life-boats, stores, buildings, and property on shore belonging to the Trustees as Conservators of the Port.

8. The Second Assistant Master Attendant shall be called the Harbour Master. His duties shall be to direct where the ships are to be berthed. He shall have the charge of all buoys and beacons in the harbour. In the event of fire or other accident, he shall attend, with all the Pilots not on duty in the schooners, to render what assistance may be required; and he shall be the Master Attendant's principal assistant in everything connected with the harbour. He shall inspect quarterly and report on the state of the Pilot schooners and of the floating light ships, and, under the Master Attendant, he shall have charge of the general conservancy of the harbour.

PILOT SCHOONERS.

9. The Trustees shall provide and maintain such schooners or other vessels for conveying Pilots to and from inward and outward, bound vessels, as they may from time to time consider to be necessary.

10. Each schooner or vessels so employed for the conveyance of Pilots, shall, so long as the number does not exceed three, be under the command of a senior Pilot; but when any senior Pilot is not so employed, he shall be available for pilotage duty in the same manner as Pilots of inferior grades.

Such crews, as the Trustees consider to be necessary for the working of Pilot schooners or vessels, shall be provided by, and at the expense of, the Trustees.

11. So long as three Pilot schooners or vessels shall be maintained, the following shall be the apportionment of their work:—

No. 1 Pilot Schooner shall cruise between the Outer Floating Lightship bearing S. E. two miles, and the Island of Kundaree bearing S. E. five miles.

The Master must use his utmost endeavours to intercept and supply with Pilots all inward-bound ships.

He will receive on board his vessel the Pilots from all outward-bound ships.

He will remain on his station for seven days, leaving it only when all his Pilots are away, or when he may have received on board his complement of Pilots.

He may then stand in, and No. 2 shall at once take his place.

No. 2 shall cruise between the Outer and Inner Lightships.

From her shall be supplied all vessels that have not been served by No. 1. When No. 1 has been seven days at the outer station, or has from any cause left her station, she (No. 2) will go out to relieve her.

No. 3 will be the spare vessel in harbour, ready to take the place of No. 2 whenever she relieves No. 1.

Should any of the schooners require repairs, the other two must work the stations till such time as the third is ready, taking care that the outer station is never left without a Pilot.

12. The Masters of the schooners, or other vessels employed for the conveyance of Pilots, shall keep a journal, which they shall bring for inspection to the Master Attendant's office within twelve hours of the termination of each cruise.

Cutter.

13. A good six-oared cutter shall be stationed at the Dockyard, for the purpose of going off to each ship on anchoring, in order to land her Pilot, and to attend to take Pilots to outward-bound ships.

Rules Regarding Pay.

14. The receipts for pilotage shall be divided into two portions—one portion, viz., 57 per cent., to be distributed amongst the Pilots according to the scale prescribed in Clause 15, or otherwise dealt with according to the provisions of the said clause; and the other portion, viz., 43 per cent., to be the property of the Trustees, and to be employed as prescribed in Clause 16.

15. The Pilots' share of the pilotage receipts shall be allotted as follows:—

3 Master	Pilots	$\frac{13}{105}$ Shares.
4 First Class	do.	$\frac{12}{105}$,,
4 Second do.	do.	$\frac{11}{105}$,,
4 Third do.	do.	$\frac{10}{105}$,,

But when one or more Pilots shall be absent from sickness beyond the period for which, under the leave rules, he or they may be allowed to draw pay, or when one or more Pilots shall be absent on furlough, or when vacancies in the sanctioned number of Pilots shall remain from any cause unfilled up, then the pay accruing on account of such absentees or vacancies, at the rate of the pay of the Pilots of his or their class for the month or months during which he or they shall be absent, or his or their appointment shall be vacant, shall be paid to the Trustees, in addition to, and for the same purposes as the 43 per cent. of the gross earnings alloted to them in the next following clause; provided that the Trustees may,

at their discretion, fill up vacancies arising in the higher grades from any of the above causes, by acting appointments from the lower grades, and provided further that the pay of not fewer than 12 Pilots, *i.e.*, 3 of each grade, be distributed amongst the Pilots, whatever less number may actually be on duty. Subject to the provisions of Rules for Leave, no deduction shall be made, except for fines imposed by the Trustees, from the amounts payable under this division.

16. The Trustees' share of the pilotage receipts shall be employed as follows :—

In payment of Probationary Pilots' wages, pensions served for prior to 11th April, 1868, maintenance of cutter, wages of look-out-man, repairs to and maintenance of pilot schooners or vessels, medical attendance on Pilots, and for providing a fund for the replacement of pilot schooners or vessels when lost or worn out.

NOTE.—The Pilotage fees are to be fixed by the Trustees from time to time under the Port Trust Act. The Pilots have no guarantee that their pay will amount to any particular sum.

17. No allowances or extra payments of any description shall be made to the Pilots; and all personal servants employed by them on board the schooners, or other vessels employed in conveyance of Pilots, shall be provided by the Pilots themselves, with the exception of a Topaz on board each vessel, who will be paid by the Trustees. Pilots are forbidden to receive any gratification from Masters of vessels, or others with whom they are brought in contact in the execution of their duty.

In calculating the pay accruing to the Pilots, regard shall be had except in the case of Master Pilots, not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculation shall be made according to the following example :—

Take the receipts from pilotage for one month to be Rs. 9,454-7-1, and,—the Pilot establishment being kept up at its full strength—take it that that amount was earned as follows :—

By 4 First Class Pilots from vessels on which the pilotage amounted to ..... Rs. 3,000 0 0
in the following proportions :—

Pilot A	Rs.	900	0	0
,, B	,,	1,100	0	0
,, C	,,	700	0	0
,, D	,,	300	0	0
	Rs.	3,000	0	0

By 4 Second Class Pilots from vessels on which the pilotage amounted to ..... Rs. 3,500 0 0
in the following proportions :—

Pilot E	Rs.	1,000	0	0
,, F	,,	800	0	0
,, G	,,	500	0	0
,, H	,,	1,200	0	0
	Rs.	3,500	0	0

By 4 Third Class Pilots from vessels on which the pilotage amounted to ..... Rs. 2,954 7 1
in the following proportions :—

Pilot K	Rs.	1,000	0	0
,, L	,,	900	0	0
,, M	,,	454	7	1
,, N	,,	600	0	0
	Rs.	2,954	7	1

Rs. 9,454 7 1

The amount divisible amongst the whole of the Pilots would, under Clause 14, be 57 per cent. of the gross earnings, or Rs. 5,389-0-6, which would be divided amongst the different grades in the proportions specified in Clause 15.

The 3 Master Pilots would therefore get $\frac{30}{100}$ shares of Rs. 5,389 0 6 or	Rs.	1,616	11	4
,, 4 First Class Pilots would get $\frac{28}{100}$	,,	1,508	14	10
,, 4 Second ,, ,, $\frac{23}{100}$	,,	1,239	7	8
,, 4 Third ,, ,, $\frac{19}{100}$	,,	1,023	14	8

The $\frac{30}{100}$ shares accruing to the Master Pilots would be divided equally amongst them, *i.e.*, Rs. 1,616-11-4 ÷ 3=Rs. 538 14 5 each.

The $\frac{28}{100}$ shares accruing to the First Class Pilots would be devisible according to the following proportions :—

If the gross earnings by First Class Pilots, *i.e.*, Rs. 3,000, give net earnings amounting to Rs. 1,508-14-10, what will

Pilot A's share of gross earnings, *i.e.*.....	Rs.	900	give P	Answer	Rs.	452	10	10
,, B's ,,	,,	1,100	,,	,,		553	4	5
,, C's ,,	,,	700	,,	,,		352	1	4
,, D's ,,	,,	300	,,	,,		150	14	3
	Rs.	3,000			Rs.	1,508	14	10

According to the same method of calculation, the $\frac{23}{100}$ shares divisible amongst Second Class Pilots would give to

Pilot E	Rs.	354	2	2
,, F	,,	283	5	0
,, G	,,	177	1	1
,, H	,,	424	15	5
	Rs.	1,239	7	8

And the $\frac{19}{100}$ shares divisible amongst Third Class Pilots would give to

Pilot K	Rs.	346	9	1
,, L	,,	311	14	7
,, M	,,	157	7	11
,, N	,,	207	15	1
	Rs.	1,023	14	8

19. Medical attendance will be provided by the Trustees for Pilots and Probationary Pilots, free of charge to the said Pilots.

20. A statement of the pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

21. When the schooner, or other vessel employed for the conveyance of Pilots, at the outer station, shall fail to supply an inward-bound ship with a Pilot, and such inward-bound ship shall be supplied from No. 2 schooner, then the Pilots shall only receive (for division into shares) one-third of the sum they would have been entitled to, had such vessel been piloted in from sea.

When No. 2 schooner shall fail to supply an inward-bound ship with a Pilot, none of the pilotage money shall be given to the Pilots.

Should either schooner be within moderate distance of the inward-bound ship, and offer a Pilot, then they shall receive the same share as they would have received had they put a Pilot on board.

22. Pilots shall not hold any interest in steam-tugs, nor shall they be allowed to keep a tavern or lodging-house, or in any way to retail wines or spirits.

23. No Pilots shall claim salvage without the consent of the Trustees.

NOTE.—Pilots will observe that, under Section LXXX. of the Port Trust Act, they are liable to fine, reduction in grade, or suspension, for refusing or neglecting to take charge of inward or outward-bound ships, or for any fault or misconduct.

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

24. Pilots shall conform to all the orders of the Master Attendant, or whoever may be placed in authority over them.

25. In case of fire or other accidents afloat, the Pilots off duty shall attend without delay, to receive such orders as may be necessary.

26. When Pilots are on board of the schooners, they shall be under the authority of the Master, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the schooner, at which they must assist, or as to boarding vessels.

27. On taking charge of an inward-bound vessel, the Pilot will ascertain her draft of water and free board; see that the anchors are clear, and cables ranged to the required length; that the vessel's national ensign is hoisted in its proper place, and the port signal made (that is, the name of the vessel and the port from whence she sailed); and will take care that the flags are placed in such a manner as to be clearly seen from the Lighthouse. The signal should not be hauled down till repeated at the Lighthouse. When there are despatches on board for Government or Post Office packets, the Pilot will request the Commander to send such on shore with as little delay as possible. Should the vessel be under foreign colors (men-of-war excepted), a complete list of her

crew and passengers, signed by the Commander or First Officer, must accompany the reports.

28. Pilots shall not quit an inward-bound vessel after taking charge, till she is properly berthed in the harbour.

29. On taking charge of an outward-bound vessel, the Pilot will see that her national ensign is hoisted, and that it is kept flying between the hours of sunrise and sunset, or until clear of the harbour limits.

30. On taking charge of a vessel, the Pilot must see that the lead-line is correctly marked, and that the steering gear is in good order. He must also ascertain the draft of water and free-board, entering the same in the Arrival and Departure reports. When under weigh, he must keep the lead going, and must on no account run unnecessary risks by venturing within the leading marks, or keeping under weigh when the marks or lights cannot be seen.

31. Vessels going below the middle ground to remain over twenty-four hours, shall be moored, unless the Commander signifies, in writing, his readiness to take charge of the vessel moored at single anchor. In S.W. Moonsoon, the Pilot must not quit the vessel if she is going to sea on the next day.

32. The practice of making a running moor must never be resorted to when it can possibly be avoided; all ships shall be moored with 45 fathoms each way as a general rule, so that the range on the southern anchor may be lengthened in the S.W. Monsoon to 60 fathoms, and the northern range reduced to 30 without the necessity of lifting the anchors.

33. Pilots shall, immediately after any vessel may have sustained damage, met with any accident, or got on shore while in their charge, furnish a clear and explicit report of the same. Such report should state the cause, in the Pilot's opinion, of such accident, damage, or grounding; time of occurrence thereof; bearings of known objects; means used to get the vessel afloat; state of wind, weather, and tide; length of time the vessel lay on the ground, and nature of the ground. Such report should be submitted to the Master or officer in charge, for his remarks and countersignature, and forwarded at once to the Master Attendant's office, whether so remarked on and countersigned, or not.

34. When any of the station buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly as to her draft of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules have been infringed—the same should be reported to the Master Attendant without delay.

35. In unmooring vessels, it will be the Pilot's duty to see and personally assure himself that one anchor is clear for running, and the cable ranged and bitted, previous to his weighing the last anchor.

36. No Pilot shall absent himself from his station without permission; and all cases of sickness shall be reported to the Master Attendant's office without delay, or to the nearest Assistant Master

Attendant out of office hours, accompanied with a medical certificate.

37. To prevent accidents, on no account will Pilots move any ship to another part of the harbour without there being a sufficient number of seamen on board, European or Native.

38. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally at the Master Attendant's office, and enter their names in a book kept for that purpose. All unemployed Pilots will attend at the office between 10 and 11 A.M. and 4 and 5 P.M., daily, for any orders.

39. The Pilots should be very particular in seeing that the reports of arrivals and departures are duly and correctly filled up, and forwarded without delay.

40. In working out of the harbour during the South-West Monsoon, the Pilots must be careful not to leave a vessel until she is well cleared of all danger. Pilots, as a rule, should endeavour to leave outward-bound vessels within the limits of the cruizing ground of the outer station schooner.

41. Pilots will ascertain, before boarding any vessel, whether there is any infectious disease or epidemic on board. Should such be the case, the Pilot will direct the vessel to anchor near the Quarantine Buoy, and hoist the Quarantine Flag. Should he have boarded the vessel, he will remain on board until she has received pratique.

42. Vessels arriving with gunpowder will anchor below the middle ground.

43. A whift hoisted on board the outer light vessel will be the signal that the officer in charge has something to communicate.

Leave to Pilots.

LEAVE ON MEDICAL CERTIFICATE.

44. Leave on medical certificate, with full pay, may be granted as often as sufficient cause is shown, provided that in any one year the total amount of leave so granted does not exceed one month.

LEAVE ON PRIVATE AFFAIRS.

45. Leave on private affairs may be granted without pay for any term not exceeding one year, which leave may be repeated after intervals of six years.

46. Leave of this description shall not be given to a Pilot until he has completed three years service, and such leave shall not be cumulative.

PRIVILEGE LEAVE.

47. Privilege leave on full pay may be granted as follows :— After eleven months uninterrupted duty, for not more than one month ; after twenty-two months uninterrupted duty, for not more than two months ; after thirty-three months uninterrupted duty, for not more than three months : provided that this description of leave shall not be cumulative for more than three months ; provided,

further, that it shall only be granted when the exigencies of the Pilot service shall permit.

48. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case, the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

49. If a Pilot shall overstay his privilege leave, he shall forfeit all salary during the time of his remaining so absent; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

50. But the Trustees may exempt a Pilot from the incidence of the last rule, should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

51. Privilege leave cannot be taken in continuation of sick leave, or leave on private affairs, or *vice versâ*.

52. On promotion to a higher class during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

53. No Pilot will be permitted to reckon as leave (without deduction of salary) absence from duty for any cause whatever, unless for such absence he shall have obtained the previous sanction of the Master Attendant; except only in cases of sudden illness, which must be immediately reported, and in which the Master Attendant may use his discretion, keeping in mind the principle noticed in the foregoing paragraphs.

ABSENTEE ALLOWANCE TO PILOTS.

54. When a Pilot is absent from duty on privilege leave for not more than three months at one time, or on sick leave for not more than one month in one year, he will be entitled to receive pay at the rate of the pay of the Pilots of his class for the period during which he is away from duty, provided that a Master Pilot, when so absent, shall not receive more than Rs. 475 per mensem.

First Class Pilot	,,	,,	,,	330	,,
Second ,,	,,	,,	,,	270	,,
Third ,,	,,	,,	,,	225	,,

And any sums in addition to these rates which would have accrued to any absentee under this rule, had he been present at duty, shall be added to the share of the Pilotage earnings distributable amongst the Pilots actually on duty.

Notification to be published under Sections 5 and 6 of Act XXXI. of 1857.

1.—For taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a fee equivalent to a single pilotage fee on

said vessel shall be charged, instead of a transporting fee as hitherto.

2.—Vessels proceeding on a trial trip shall be charged a fee equivalent to a single pilotage fee, instead of a transporting fee as hitherto.

3.—In the event of a vessel not proceeding to sea on the day named in the application for a Pilot made by the Commander or Agent, such vessel shall, provided the Pilot shall have gone on board on the day named in the application, pay a fee of Rs. 20 per diem for as many days as the Pilot may remain on board without the vessel proceeding to sea, provided that such detention shall have been caused by the Owners, Agents, or Commander of the ship, and not by the Pilot.

4.—Vessels arriving with gunpowder, if not ready for berthing, shall pay an attendance fee, viz.. Rs. 20.

BOMBAY PORT RULES.

PUBLISHED IN THE BOMBAY *Government Gazette* OF THE 1ST FEBRUARY 1877, PAGES 85 AND 86.

Under Section LXXXVI. of Act I. of 1873 (The Bombay Port Trust Act), the following Port Rules made by the Trustees of the Port of Bombay, under Section LXXXIII. of the said Act, are published for general information :—

BOMBAY PORT RULES.

1. No vessel of the burden of 200 tons, or upwards (except Country Craft), shall be moved in the Port of Bombay without having a Pilot, Harbour Master, or Assistant of the Master Attendant on board, but must anchor within and to the Eastward of the Inner Floating Light, and no such Vessel anchored within the limits of the Port of Bombay shall move from one place to another within the Port between sunset and sunrise without the special permission of the Master Attendant.
2. A Vessel working out of Harbour, if not clear of it at sunset, will anchor. In the S.W. Monsoon both anchors and cables are to be kept clear for use if required, and the sheet cable is to be bent to the anchor.
3. All Vessels above 200 tons entering or leaving the Harbour whilst a Pilot may be on board are to fly their National Flag from the time of his boarding to the time of his leaving, from the time of sunrise to sunset, or before and after as long as the flags may be visible, and also every ship will show her number on entering the Port.

2.

All Vessels above 200 tons within the Port of Bombay shall be bound to take up such berth as may be appointed for them by the Master Attendant, the Harbour Master, or their As-

sistants, and shall change their berths or remove when required by such authority.

The berth of Coasting Craft and small Vessels to be determined under the provisions of Section 59 of Act I. of 1852 by the Customs Authorities with the consent and approval of the Master Attendant.

3.

All Vessels in the Port of Bombay shall have their Jib-booms rigged in, and shall, when ordered by the Master Attendant, rig in their Driver Booms and strike their Masts or Yards, and any signals made from the Dockyard Shear Flagstaff,* directing the striking of Masts or Yards, or the rigging of Booms, shall be considered to be orders and obeyed as such.

* Now at Castle Flagstaff.

4.

Cargo Boats, full or empty, shall not be allowed to swing astern of any Vessel without permission, nor shall Anchors be cock-billed, or Spars allowed to hang alongside or astern of any Vessel.

5.

Vessels taking in or discharging ballast, or any particular kind of cargo within the Port of Bombay, shall be bound to take up such berth as the Master Attendant or the Harbour Master may direct.

6.

Free passages to be kept to all Piers, Jetties, Landing places, Wharves, Docks and Moorings, and all Boats and Vessels shall be bound to move when required to clear such passages.

7.

All Vessels within the Port of Bombay will moor and unmoor according to the orders of the Master Attendant or the Harbour Master, and shall keep a clear Hawse.

8.

1. On making a written application to the Master Attendant a Vessel may be moved from any mooring or anchorage within the Harbour to any other mooring or anchorage approved by the Master Attendant on paying at the rates specified in Government Notification.
2. All Vessels within the Port of Bombay shall be moored or warped from place to place as required by the Master Attendant, or Harbour Master, and no Vessel shall cast off a Warp that has been made fast to her to assist a Vessel mooring without being required so to do by the Pilot or Officer in charge of the Vessel mooring.

9.

No Vessel shall use any of the Government Chain Moorings,

whether fixed or swinging, without permission of the Master Attendant or the Harbour Master.

10.

1. No Boats lying within 50 yards of the Dockyard Stairs or Wharves, or within 50 yards of the Wharf in the basin formed within the Breakwater in the vicinity of the Custom House Bunder, or Government Docks, will be allowed to have fire on board.
2. No Vessel shall boil Pitch on board, but must do so in a boat alongside or astern.
3. All Vessels taking in Cotton whilst the hatches are opened, and during the stowage of the Cotton, are not on any account to have any lights in the hold or orlop, and all Spirits, Oil, Paints, and Spirits of Turpentine are to be placed in a place of security.
4. All Vessels that may require to be steamed must be moved below the middle ground clear of the shipping.

11.

No Private Vessels are to hoist Signal Lights at night, or to fire any great Guns or Muskets at the hours of sunrise or sunset, or at any other time, without permission, excepting in cases when requiring assistance.

12.

All Vessels should at night, when not working, have any open Hatchways protected by a stout netting.

13.

All Harbour Craft, Coasting or Seagoing Craft, European or Native, of whatever rig or denomination, when at anchor, or sailing up or down the fairway, shall, between the hours of sunset and sunrise, exhibit, where it can be best seen (but at a height not exceeding (20) twenty feet above the Hull), a white light in a Globular Lantern of not less than (8) eight inches in diameter, and so constructed as to show a clear, uniform and unbroken light all round the horizon at a distance of at least (1) one mile.

The penalty for non-observance of this Rule shall be any sum not exceeding Rupees (100) one hundred for each instance. "This Rule does not apply to Vessels carrying the usual Seagoing Lights."

14.

Under Section 83, Clause 5, of the Bombay Port Trust Act, 1873, it is hereby ordered that all Vessels, except Vessels belonging to Her Majesty, or any Foreign Power, discharging or taking on board more than 50 lbs. weight of Gunpowder, or other Combustible Ammunition, whether such shall be the property of Government or not, shall not lie nearer to the Shipping nor

to Bombay than one mile Eastward of the Middle Ground Battery.

The attention of Commanders of Vessels with Gunpowder on board is called to the Port Rule regarding Powder:—

"Boats with Powder on board are not permitted to lie in the vicinity of any Vessel, or of the Foreshore, under a penalty of not more than Rupees 100, but must remain at anchor one mile Eastward of the Middle Ground Battery, or in bad weather ½ a mile Eastward of the Shipping off Cross Island, till orders are received from the Arsenal Authorities for the landing of the Powder.

"Powder can only be shipped or landed in decked Boats with closed Hatches, and these Boats must fly a Red Flag night and day, and no Fires or Lights can be allowed as long as Powder is on board."

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

Bombay Castle, 24th January 1877.

APPENDIX V.

———:o:———

STOWAGE OF CARGO IN THE COAL BUNKERS OF STEAMERS.

No. 109.

MARINE DEPARTMENT,

BOMBAY CASTLE, 14*th August*, 1876.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a letter from the Political Resident at Aden, No. $\frac{163}{882}$, dated 24th June, 1876, and of a report thereon by the Superintendent of Marine, No. 568, dated 15th July, on the subject of prohibiting the stowage of cargo in the coal bunkers of steamers, and to request that Government may be favoured with the views of the Chamber of Commerce thereon.—I have, &c.,

J. MACDONALD, Colonel,
Secretary to Government.

No. $\frac{163}{882}$ OF 1876.

MARINE DEPARTMENT,

ADEN RESIDENCY, 24*th June*, 1876.

From the POLITICAL RESIDENT, Aden, to the SECRETARY to GOVERNMENT, Bombay.

SIR,—I venture respectfully to bring to the notice of His Excellency the Governor in Council for such notice as may be deemed necessary a subject which appears to me to

demand earnest attention in the interest of the safety of merchant steamers at sea.

2. It has been publicly stated before me by the Master of one of the steamers trading between England and Bombay, and his statement has been corroborated by the Chief Officer of his vessel, and there appears to be a general impression, that it is a most common occurrence for steamers to take fire in their bunkers when under steam, and both Master and Mate had, in several voyages in trading steamers, found, from personal experience, such to be usual.

3. During the late investigation into the circumstances attending the loss of s.s. "Galatea" by fire, it appeared that cargo was stowed in one of the vessel's cross-coal bunkers, and considering such to be an illegal stowage, and opposed to the provisions of section 23 of the Merchant Shipping Act, 1854, I enquired of the Board of Trade if such stowage was recognised. I was informed in reply that the "Galatea" *could* load cargo in her bunkers.

4. I am not in a position, nor do I wish to give any opinion on this point, and it may be that, in measurement for tonnage, steam vessels may not have their coal bunkers included in the space alloted and deducted from the gross tonnage for propelling power; be this as it may, I beg respectfully to remark that, if cargo of any nature may be stowed in bunkers, and bunkers are in the habit of catching fire, that the safety of vessels and passengers and crews is aggravatingly endangered.

5 Of all places where strict guard should be kept against fire, none demand such caution as a vessel at sea, and faulty construction to admit of fire usually occurring in a bunker, which is not a place intended to provide for such a contingency in any way, demands, I humbly submit, the attention of the authorities, especially when any combustible or inflammable cargo may be stowed in such bunker, and with a view to diminish risk of life and property at sea as well as save, perhaps, the fate of trading steamers with passengers "not being heard of again," I venture to represent this matter for the consideration of Government.—I have, &c.,

G. R. GOODFELLOW,

Acting Political Resident.

REPORT.

No. 568 OF 1876.

SUPERINTENDENT'S OFFICE,

BOMBAY, *15th July*, 1876.

In reply to red ink No. 1557, giving cover to a letter from the Resident at Aden, on the subject of steamers stowing cargo in the coal bunkers, and calling for report thereon, undersigned has the honour to report the provisions of section 23, Merchant Shipping Act, 1854, appear clear, and by Art. 5 of that section, any ship is liable to a penalty of not more than £100 for stowing or carrying any goods or stores in the space aforesaid, which space is that measured for, and deducted from, the gross tonnage, and occupied by, and necessary for, the proper working of the machinery and boilers.

2. To put this in plain English, it is unlawful to carry cargo in any part of the vessel, other than the register tonnage space.

3. If the ships in question have carried cargo in coal bunkers, not register tonnage space, they have acted unlawfully, and are liable to the penalty for each offence.

4. The subject should, the undersigned thinks, be laid before the Chamber of Commerce and Board of Trade; complaints of a similar nature have been made against other steamers leaving this port.

G. T. ROBINSON, Commander, I.N.,
Superintendent of Marine.

No. 158 OF 1876.

BOMBAY, *22nd August*, 1876.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 109 of the 14th instant, enclosing copy of a letter from the Political Resident at Aden, No. $\frac{163}{682}$, dated 24th June, and of a report thereon by the Superintendent of

Marine, No. 568, dated 15th July, on the subject of prohibiting the stowage of cargo in the coal bunkers of steamers.

In reply, I am desired to state that it is not illegal to stow cargo in any part of a vessel measured for registered tonnage, and cross bunkers are, as a rule, measured for registered tonnage.

The coal in bunkers which are built above, or at the side of boilers or engines, often ignites, but into such spaces the Committee question if cargo is ever stowed in any vessel: generally speaking it would be impossible to get cargo into these spaces. The other coal bunkers are in most steamers much the same as the holds. In very large steamers they are parts of the hold divided by bulk-heads into spaces of 200 or 400 tons, and are used either for cargo or coals according to the nature of the voyage.—I have, &c.,

J. GORDON, Secretary.

APPENDIX W.

———:o:———

FEES ON TRANSHIPMENT OF GOODS.

REVENUE DEPARTMENT.

The Honourable the Governor in Council is pleased to publish for general information the following Rules for the Transhipment, without payment of duty, of goods imported into Bombay by steamers under the provisions of Act VI. of 1873:—

1. All goods intended for transhipment must be distinctly so entered in the General Manifest of the importing steamer on her first entry at the Custom House, and will be treated as goods in transit, and must be described by their specific name. No goods described under a general denomination as "Merchandize" or "Contents unknown" will be entitled to the privilege.

2. A separate manifest in duplicate is required to be made for all goods intended for immediate transhipment, the original to be attached to the General Manifest and the duplicate presented to the Preventive Officer who boards the steamer, who will then allow all goods so separately manifested to be transhipped on board of another steamer without delay.

3. Transhipments not made within 24 working hours after the anchoring of the importing steamer will be allowed in the usual manner under cover of Transhipment Permits during such time as the steamer may be discharging her import cargo. The fees in such cases must be previously paid, and if at any time goods are shut out, the necessary alteration of the name of the exporting steamer must invariably be made with payment of the usual Amendment Fee in such permit before shipment of goods is permitted.

4. In the event of transhipment goods being at any time discharged into cargo Boats or Barges along with goods intended for Home consumption, the same are to be kept distinct, and a separate Boat Note is in all cases required.

5. Goods manifested for transhipment and not transhipped within the time specified in Clauses 3 and 4 from the importing steamer, should, as a rule, be bonded and re-exported under the provisions of Section 103, or bonded and re-warehoused under the provisions of Sections 106 and 107, as the case may be, of the Con-

solidated Customs Act VI. of 1863. Duty will also have to be paid for all goods landed, and which were originally manifested for transhipment, unless the process of bonding them is gone through by the parties landing them.

6. Transhipments from steamer to steamer will be permitted from sunrise to sunset only. If under special circumstances transhipment is permitted at night, the usual fee for extra work laid down in the *Government Gazette*;* dated 26th January 1865, is to be paid for the services of the officer, by the party making the application.

*Page, 162.

7. A fee at such rate as Government may, with the sanction of the Government of India, from time to time declare by notice in the *Official Gazette*, per package or parcel of goods transhipped, is to be immediately paid at the Custom House by the Agent or Manager of the steamer, and all goods so transhipped are to be included in the Manifest of the exporting vessel, to enable the authorities at the port of destination or import to levy customs on dutiable goods.

8. Opium brought for transhipment in all cases to pay the transhipment duty of Rs. 50 per chest of 140 lbs. at Bombay and Kurrachee, and Rs. 10 at Aden.

9. The Customs authorities will exercise the right of demanding authenticated invoices for all goods intended for transhipment, and will also, if necessary, open and examine packages and parcels under Section 119 of Act VI. of 1863.

10. These rules are also applicable to the transhipment of salt.

By order,
F. S. CHAPMAN, Chief Secretary to Govt.

Bombay Castle, 25th February, 1874.

No. 111 of 1876.

CHAMBER of COMMERCE, BOMBAY, *2nd June*, 1876.

The COMMISSIONER of CUSTOMS and OPIUM, Bombay.

SIR,—I am desired by the Committee of the Chamber of Commerce to ask you if you will be so good as to favour the Chamber with a statement showing the amount of transhipment fees collected at this Port in each year, since the fees were levied, under Government Notification, dated 13th May, 1867, and the cost of the Customs establishment maintained in each year for the transhipment of goods.

The Committee understand that the fee of 2 annas per bale or package was levied indiscriminately on all goods whether dutiable or free, until 20th July last, when by your

Memorandum, No. 1643, it was directed that no transhipment fee on free goods shipped at a Foreign Port for transhipment to a Foreign Port or British Indian Port should be levied in future. If so, the Committee would be glad if you would kindly also favour the Chamber with a separate statement showing the amount of fees collected monthly since this order came into operation on the 20th July last, and the monthly cost of the Customs establishment maintained in respect of transhipments of goods.

If there is no separate establishment for transhipment of goods, and the cost, therefore, cannot be exactly ascertained, the Committee will be much obliged to you if you will kindly favour them with an approximate estimate of the cost of the establishment for the annual as well as the monthly statements asked for.—I have, &c.,

J. GORDON, Secretary.

No. 1317 OF 1876.

BOMBAY CUSTOM HOUSE, 19*th June*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter of the 2nd instant, I have the honour to forward herewith a statement showing the amount of transhipment fee collected at this Port in each year since May 1867 as therein requested.

2. The statement made by you in your 2nd para. is correct; and a separate return showing the amount of fees collected monthly since 21st July, 1875, is appended as therein desired.

3. There is no special establishment to superintend the transhipment of goods or to collect the fees. This work is, performed by the Preventive and Cash Departments, along with other work pertaining to their branches. There is, therefore, no data by which an approximate estimate of the cost of establishment can be arrived at.

4. I would observe that since the passing of the Act and the facilities afforded by it to carriers, transhipments have increased to such an extent as at times to tax the resources of the Department to its utmost.—I have, &c.,

L. REID, Commissioner of Customs.

STATEMENT of TRANSHIPMENT FEE COLLECTED from the Year 1867-68 to 1875-76.

YEARS.	Amount of Fees minus Refund made.			REMARKS.
	Rs.	A.	P.	
1867-68	458	6	0	From 30th May, 1867.
1868-69	1,490	0	0	
1869-70	1,110	4	0	
1870-71	2,818	4	0	
1871-72	6,300	10	6	
1872-73	6,950	12	0	
1873-74	7,991	3	0	
1874-75	9,957	6	6	
1875-76	3,585	0	0	From 1st April to 20th July, 1875.
Total	40,661	14	0	
1875-76	1,584	2	0	From 21st July, 1875, to 31st March, 1876.
Grand Total	42,246	0	0	

L. REID, Commr. of Customs.

Bombay Custom House, 19th June, 1876.

STATEMENT of TRANSHIPMENT FEE COLLECTED from the 21st July 1875, to 31st March, 1876.

MONTHS.	Amount of Fee minus Refund made.			REMARKS.
	Rs.	A.	P.	
July	44	10	0	From 21st July to 31st July, 1875.
August	93	2	0	
September	106	14	0	
October	141	0	0	
November	319	2	0	
December	169	8	0	
1876.				
January	167	0	0	
February	247	12	0	
March	295	2	0	
Total	1,584	2	0	

L. REID, Commr. of Customs.

Bombay Custom House, 19th June, 1876.

No. 139 of 1876.

To His Excellency the Right Hon. Lord Lytton, Viceroy and Governor General of India in Council.

The Humble Memorial of the Bombay Chamber of Commerce

Respectfully Sheweth,—That by Act XX. of 1867, of the Governor General of India in Council, the transhipment of goods imported by steamers into Calcutta, Madras, and Bombay, was authorized, on payment of a transhipment fee on each bale or package so transhipped to be levied at such rates and under such regulations as might from time to time be prescribed by the Local Government: and by Act VI. of 1873, of the Governor General of India in Council, entitled, "The Transhipment of Goods Act, 1873," the said Act XX. of 1867 was repealed, but all rules, rates, and regulations, prescribed under it were deemed to have been prescribed under Act VI. of 1873.

That the reason assigned for the passing of Act XX. of 1867 was the expediency of diminishing the delay arising from the necessity of paying duty and obtaining drawback in respect of goods transhipped, or of entering into a bond as required by Section 110 of Act No. VI. of 1863 if duty was not paid.

That, under the order of the Local Government dated 13th May 1867, issued on the passing of the Act XX. of 1867 aforesaid, a transhipment fee of two annas was levied on each bale or package of goods: And that under the order of the Local Government dated the 25th February 1874, issued on the passing of the Act VI. of 1873 aforesaid, a transhipment fee of two annas per package or parcel, irrespective of size, value, weight, or contents, is levied on all packages transhipped, excepting in the case of Opium at Bombay and Kurrachee, on which Rs. 50 per chest of 140 lbs. is levied, and at Aden, on which Rs. 10 per chest is levied; and excepting in the case of certain goods brought for transhipment in bulk or in a loose state, such as Dates, Metals, Salt, and Hides, the fees on which are levied

according to weight or number. For the information of your Excellency a copy of the Order, dated the 25th February 1874, is appended, which remains in force with this exception that, since the 20th July 1875, no transhipment fees on free goods shipped at a Foreign Port for transhipment to a Foreign Port or British Indian Port have been levied.

That it is of great importance that every facility should be given for the transhipment of goods, and that the trade thereof should be fostered and encouraged, for it brings so much more shipping to the Port, and with it the attendant advantages of an increase of business : But that such encouragement is in the highest degree necessary to the Port of Bombay, whose spacious and well-protected harbour, and convenient situation, admirably adapt it for the transhipment of goods passing between the East and West.

That since the levying of the transhipment fee of two annas per package, and in consequence thereof, a great quantity of its transhipment business has left Bombay. The important traffic of the Peninsular and Oriental Company, which used to be transhipped at Bombay, is now, in order to avoid the payment of this fee, all transhipped at Galle, where there is a heavy sea, and which, in other respects, is an inconvenient port for transhipment, The fee on the transhipment of Opium is Rs. 50 per chest of 140 lbs.; and, in order to save this fee, all the Persian Gulf Opium, which does not go direct to China, is sent by the distant and circuitous way of Suez. Moreover, not only has the transhipment trade of this Port not increased as it ought to have done, but the Chamber is in a position positively to affirm that that trade would have expanded to more than double its present magnitude, but for the transhipment fees which are imposed.

That while the Port of Bombay is thus, in consequence of the levying of transhipment fees, suffering from the loss of its transhipment trade, the revenue derived by the Imperial Government from these fees is inconsiderable. The Commissioner of Customs, Bombay, has bsen so good as to furnish the Chamber with the following statement of transhipment fees collected from the year 1867-68 to 1875-76 :—

Months.	Amount of Fees minus Refund made.			Remarks.
	Rs.	A.	P.	
1867-68	458	6	0	From 30th May 1867.
1868 69	1,490	0	0	
1869-70	1,110	4	0	
1870-71	2,818	4	0	
1871-72	6,300	10	6	
1872-73	6,950	12	0	
1873-74	7,991	3	0	
1874-75	9,957	6	6	
1875-76	3,585	0	0	From 1st April to 20th July 1875.
Total...Rs....	40,661	14	0	
1875-76.....	1,584	2	0	From 21st July 1875 to 31st March 1876.
Grand Total.. Rs....	42,246	0	0	

The fee of two annas per bale or package was levied indiscriminately on all goods, whether dutiable or free, until the order of 20th July 1875 aforesaid. The fees collected from that date to 31st March 1876 amounted altogether to the small sum of Rs. 1,584-2-0, as shown in the following detailed statement with which the Commissioner of Customs has also, on its application, kindly supplied the Chamber :—

Months.	Amount of Fees minus Refund made.			Remarks.
	Rs.	A.	P.	
July	44	10	0	From 21st July to 31st July 1875.
August	93	2	0	
September	106	14	0	
October	141	0	0	
November	319	2	0	
December	169	8	0	
1876.				
January	167	0	0	
February	247	12	0	
March	295	2	0	
Total.....Rs.	1,584	2	0	

This statement shows that, in the eight months from 1st August 1875 to 31st March 1876, the total revenue derived from transhipment fees was Rs, 1,539-8-0 only, or Rs. 192-7-0 per month.

That as no separate establishment is maintained by the

Customs authorities to superintend the transhipment of goods, the abolition of the fees levied therefore would be attended with no hardship to individuals. The Commissioner of Customs, in transmitting the foregoing statements to the Chamber, remarked : " There is no special establishment to superintend the transhipment of goods or to collect the fees. This work is performed by the Preventive and Cash Departments, along with other work pertaining to their branches. There is, therefore, no data by which an approximate estimate of the cost of establishment can be arrived at."

For these reasons, and inasmuch as an important trade is, by the levying of transhipment fees, being driven away from this Port, whose position and natural advantages render it the best and most convenient Port in the East for the transhipment of goods, and inasmuch as the revenue derived from these fees is so trifling in amount, your Memorialists most humbly pray that your Excellency in Council will be graciously pleased to order that the obstruction complained of be removed, and that no fees be henceforth levied on the transhipment of goods in the harbour of Bombay.

And your Memorialists will, as in duty bound, ever pray.

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

GEORGE F. HENRY, Chairman.
J. GORDON, Secretary.

Bombay, 23rd July, 1876.

REVENUE DEPARTMENT.

With reference to Rule 7 of the Transhipment Rules, the Honourable the Governor in Council is pleased, with the sanction of the Government of India, to direct that a transhipment fee of two annas per package or parcel, irrespective of size, value, weight, or contents, be levied on

all packages so transhipped, excepting in the case of the undermentioned goods and goods brought for transhipment in bulk or in a loose state, on which the following rates will be charged :—

Dates, wet and dry (in packages)	Two Annas per Ton.
Loose Metals, unwrought	Two „ „
Loose Hides, Cow and Buffalo, Tanned...	Two „ „ Corge of 20.
Loose Hides, Sheep and Goat, Tanned..	Two „ „ 100.
Opium at Bombay and Kurrachee	Rs. 50 per Chest of 140 lbs.
„ at Aden	Rs. 10 „ „
Salt	Two Annas per Ton.

By order,

F. S. CHAPMAN, Chief Secretary to Govt.

Bombay Castle, 25th February, 1874.

APPENDIX X.

—:o:—

THE NEW STEAM BOILER INSPECTION BILL.

No. 762 of 1876.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3*rd March*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—As requested in your letter of the 29th ultimo, I am directed to forward herewith, for the use of the Chamber, eight copies of the proposed Bill to amend the law relating to the inspection of Steam Boilers and Prime-movers attached thereto.—I have, &c.,

D. MACKENZIE,
Acting Under-Secretary to Government.

A BILL to amend the law for the periodical inspection and the management by competent Engineers of Steam Boilers, and Prime-movers attached thereto, in certain parts of the Presidency of Bombay.

Preamble.

Whereas it is expedient to amend the law for the inspection by competent Inspectors and for the management by competent Engineers of Steam Boilers, and Prime-movers attached thereto, situate in the City of Bombay and in certain Districts within the Presidency of Bombay; It is enacted as follows:—

PART I.—PRELIMINARY.

Repeal of Bombay Act V. of 1873.

1. Bombay Act No. V. of 1873 ("The Bombay Boiler Inspection Act, 1873") is hereby repealed.

Proviso.

Provided that nothing in this Act shall, except as is hereinafter expressly provided, affect the validity, according to its tenor, of any certificate granted under the said Bombay Act No. V. of 1873. Except as is

hereinafter provided in Section 23, every such certificate shall, for all the purposes of this Act, be deemed to have been granted, and to be in force, under the corresponding provisions of this Act.

Extent of Act.

2. This Act shall come into force at once in the City of Bombay and in such districts or places as Bombay Act V. of 1873 is at present in force in, and may be extended from time to time by the Governor in Council, by notification in the *Bombay Government Gazette*, to such other districts and places as he shall deem fit.

Limitation of application of Act.

But nothing in this Act shall be deemed to apply to any locomotive Engine used upon any Railway nor to any Steam Vessel.

Short Title.

3. This Act may be cited as "The Bombay Boiler Inspection Act, 1876."

Interpretation Section.

4. In this Act, unless where a contrary intention appears from the context,

"Boiler."

(1). The word "Boiler" shall include any cylinder or vessel for generating steam under pressure.

"Prime-mover."

(2). The words "Prime-mover" shall include any steam engine, fly-wheel, first driving shaft, second motion shaft, or pully attached to any such engine, and all appurtenances necessary for the safe and efficient working of any Prime-mover.

"Owner."

(3). The word "Owner" shall include any Agent or hirer using any Boiler or Prime-mover.

"Collector."

(4). The word "Collector" shall mean the Collector of Bombay, or the Collector of any District to which, or to any place in which this Act may be extended.

PART II.—INSPECTION OF BOILERS.

Appointment of Inspectors.

5. It shall be lawful for Government from time to time to appoint one or more Inspectors for the purposes of this Act, who shall be removeable at the pleasure of Government.

Local extent of their duties.

The local extent of each such Inspector's duties shall be such as Government shall from time to time see fit to fix.

Their subordination to the Collectors.

Subject to such rules as may from time to time be framed by Government under Section 13 of this Act, the Inspectors shall be under the control of the Collectors of the place or district in which the Boilers and Prime-movers to be inspected by such Inspectors are situated.

6. Government shall, as occasion may require, appoint Commissions for hearing Appeals preferred by owners under Section 10, and for determining questions submitted to them under Section 11 of this Act. Such Commissions shall consist of such person or persons as the Government shall deem fit to nominate, and shall endure for such term as the Government shall appoint.

Appointment of Commission.

Any Collector may at any time apply to Government and require the appointment of a Commission for any of the above purposes, if none have been already appointed.

Collector to require appointment of Commission if necessary.

7. It shall not be lawful for the owner of any Boiler or Prime-mover,

Owner not to use a Boiler or Prime-mover without a certificate.

(*a*) to use the same unless a certificate shall have been duly granted in respect thereof in the manner hereinafter provided; or

(*b*) to continue to use the same after the expiry of the period for which any such certificate shall have been granted; or

(*c*) to work the same at a higher pressure than that allowed by such certificate.

8. The owner of any Boiler or Prime mover, in respect whereof a certificate shall not be in force in manner hereinafter described, shall, if such Boiler or Prime-mover be situate in the City of of Bombay, before using the same, give notice to an Inspector appointed under this Act for the City of Bombay of his intention to use or continue to use the same. The Inspector to whom such notice shall be given shall appoint a time between sunrise and sunset, and within four days after the receipt of such notice, for the inspection of such Boiler or Prime-mover, and at such time shall carefully examine such Boiler or Prime-mover and every appurtenance thereof.

On notice from owner an Inspector to examine Boiler or Prime-mover.

If such Boiler or Prime-mover be situate elsewhere than in the City of Bombay, the owner shall, before using the same, give notice to the Collector of his intention to use or continue to use the same, and the Collector shall cause an inspection and examination as aforesaid to be made by an Inspector within ten days after the receipt of such notice, and shall inform the owner of the date on which the said inspection will take place.

The owner or person in charge of any Boiler or Prime-mover so examined shall afford to the Inspector all reasonable facilities for such examination, and all such information as may reasonably be required by him.

Necessary information must be furnished by owner.

9. An Inspector making an inspection under this Act of any Boiler or Prime-mover shall, if he be satisfied that such Boiler or Prime-mover and all its necessary appurtenances are in good condition, give to the owner a certificate signed by him to that

Inspector to give a certificate to the owner.

effect, in the form of Schedule A to this Act annexed. The certificate shall state the period for which such Boiler or Prime-mover may be used, and shall cease to be in force on the expiration of such period.

Renewal of certificate.

No such certificate shall be granted for a longer period than 12 months, but it shall be the duty of the Inspector, on the request of the owner at any time before such certificate ceases to be in force, to re-inspect the Boiler or Prime-mover and all its necessary appurtenances, and on being satisfied that the same are in good condition, to renew the said certificate for a further period not exceeding 12 months at his discretion.

Refusal by an Inspector to give certificate.

10. If an Inspector refuse to give a certificate to the owner of any Boiler or Prime-mover under Section 9 of this Act, he shall be bound to give such owner, in writing, within twenty-four hours, his reasons for such refusal, and any owner aggrieved by the decision of the Inspector, may, within one month from the date of the said refusal, lodge with the Collector an appeal to be heard by a Commission appointed under Section 6 of this Act.

The Collector shall thereupon forthwith forward to the Commission the petition of appeal, and the the said Commission shall, within four days after the date of the receipt of the same, if such Boiler or Prime-mover be situated in the City of Bombay, and within ten days after the date of its receipt if such boiler or Prime-mover be situated elsewhere, inquire into and determine such appeal, and shall, if it think fit, grant a certificate. If the Commission is of opinion that the appeal is unfounded or frivolous, it shall have power to award any sum not exceeding Rs. 50 as costs to be paid by the owner. The inquiry shall be held in public, and the decision of the Commission shall be final.

Revocation of certificates.

11. Any Commission appointed under Section 6 of this Act may revoke any certificate granted under Section 9 or 10 of this Act in any case.

(*a*) in which the fees, if any, chargeable for inspection, or any other rate, or fee, lawfully due under this Act, shall not be paid after having been duly demanded, or

(*b*) in which there shall be reason to believe that such certificate has been fraudulently obtained or erroneously granted, or has been granted without sufficient inspection, or

(*c*) when there shall be reason to believe that the Boiler or Prime-mover in respect whereof such certificate shall have been granted has sustained injury since the granting of such certificate or is not in good condition.

After such revocation, the Boiler or Mover, in respect whereof a certificate has been revoked, shall not again be used until a further inspection shall have been made and a certificate granted by the Inspector with the countersignature of a majority of the said Commission.

Fresh certificate may be granted after revocation of the first.

12. It shall be lawful for an Inspector, at any time between sunrise and sunset on any day during the period for which a certificate may have been granted under Sections 9, 10, or 11 of this Act, to examine any Steam Boiler or Prime-mover for which such certificate has been granted, in order to ascertain whether the Boiler or Prime-mover is still in good condition, and whether any cause exists for revoking the said certificate.

Inspector may examine a Boiler or Prime-mover for which certificate has been granted at any time.

13. Government may from time to time frame Rules, not inconsistent with the provisions of this Act:

Rules to be framed.

(*a*) Settling the duties and emoluments of Commissions and Inspectors appointed under this Act, and regulating the control to be exercised by Collectors over Inspectors;

(*b*) determining in what manner the funds necessary for efficiently carrying out the provisions of this Act shall be levied, viz., whether:

(1) by an annual rate payable by the owners of all Boilers or Prime-movers to which this Act is, or may become, applicable, according to the estimated value of their respective machinery and works; or

(2) by means of fees on the performance of each, or any, of the duties imposed by the said Rules, or by this Act, on the Commissions or Inspectors appointed under this Act, or on the Collectors; or

(3) partly by a rate and partly by fees;

(*c*) fixing the amount of every rate or fee to be so levied, and in case of the levy of an annual rate, prescribing how and by whom such rate shall be assessed, to what authority an appeal shall lie against such assessment, and when and in what instalments, if any, the same shall be payable.

All rules so framed may from time to time be varied, or cancelled by Government, and shall be published in the *Bombay Government Gazette*, and when so published shall, until cancelled or varied, have the force of law.

14. The owner of any Boiler or Prime-mover who shall have obtained a certificate for the same, shall at all reasonable times, during the period for which the same may be in force, be bound to produce such certificate when called upon to do so by any Magistrate of Police in the City of Bombay, or by the Collector elsewhere, or by any person authorized in writing by such Magistrate of Police or Collector to demand its production.

Owner to produce certificate when called upon.

Any such owner refusing or neglecting to produce such certificate shall be liable on conviction to a penalty not exceeding one hundred rupees.

Penalty for refusal or neglect.

15. The owner of any Boiler or Prime-mover who shall use the same without a certificate duly obtained and in force in respect thereof under this Act, and any such owner and any Engineer who shall work the same, or permit it to be worked, at a higher pressure than that allowed by any certificate duly obtained in respect thereof, shall be punished with a fine not exceeding one hundred rupees for every day that he shall so use or work the said Boiler or Prime-mover; and if the said owner shall continue so to use, or work, the Boiler or Prime-mover after such fine shall have been imposed, he shall be held to have committed a separate offence, and shall be punished with a further fine not exceeding one hundred rupees for each day after the first conviction during which the offence is continued, and in like manner after each subsequent conviction.

Penalty for using Boiler or Prime-mover without certificate or at a higher pressure than allowed by certificate.

PART III.—EXAMINATION OF ENGINEERS.

16. Examinations shall be held of persons who desire to qualify as Engineers for the management of Boilers and Prime-movers.

Examinations to be instituted for Engineers.

17. The Governor of Bombay in Council shall from time to time nominate one or more competent persons for the purpose of examining the qualifications of applicants for examination, and may from time to time make rules, which shall be published in the *Bombay Government Gazette*, for the conduct of such examination, and as to the qualifications to be required, and the fees to be paid by applicants, and the certificates to be granted to them.

The Examiners and Rules of Examination to be provided.

18. Certificates of competency shall be of as many different classes, and a certificate of each class shall qualify the holder thereof to manage or be in charge of a Prime Mover of so many horse-power nominal, or of a Steam Boiler of which the Prime-mover is of so many horse-power nominal, as the Governor in Council may from time to time in the Rules to be framed under the last preceding section direct.

Certificates of competency to be of different classes.

Every applicant for examination who is reported by the Examiners to have passed an examination shall receive a certificate of competency of the class for which he is declared by the Examiners to be qualified, which shall be signed by the Examiners and by a Secretary to Government.

19. A certificate of competency shall be granted by the Examiners to any Engineer in possession of a certificate of competency granted by any competent authority in the United Kingdom, or in British India, or in any British Colonial possession.

English certificates to be available.

The certificate granted under this section shall be of such class as the Examiners, on a consideration of the nature of the certificate in the Engineer's possession, shall deem fit.

20. If by means of any inquiry conducted under the provisions of this Act the misconduct, negligence, or incompetency of any Engineer possessing a certificate of competency granted under Sections 18 or 19 of this Act, is established to the satisfaction of the Governor in Council, it shall be lawful for the said Governor in Council to cancel such certificate, or to suspend the same for such time as to him shall seem fit.

Withdrawal or suspension of certificate.

21. All certificates of competency which may be granted under this Act shall be made in duplicate, and one part shall be delivered to the person entitled to the certificate, and the other shall be kept and recorded as the Governor in Council shall direct. All orders made for cancelling, suspending, altering, or otherwise affecting any certificate, in pursuance of the powers herein contained, shall be entered on the record of certificates.

Certificates to be made in duplicate.

22. Whenever any Engineer proves to the satisfaction of the Governor in Council, that he has, without fault on his part, lost or been deprived of any certificate already granted to him, a copy of the certificate to which by the record so kept as aforesaid he appears to be entitled, shall be delivered to him, which shall have the same effect as the original certificate.

Copy of certificate to be given.

23. No person who does not possess a certificate of competency granted under Sections 18, 19, or 22 of this Act shall be deemed a fit and proper person to manage or be in charge of a Steam Boiler or Prime-mover; and no holder of any such certificate shall be deemed a fit and proper person to manage or be in charge of any Steam Boiler or Prime-mover except to the extent of his qualification indicated by his said certificate.

Who is to be deemed a fit and proper person to manage a Boiler or Prime-mover.

If any owner of a Steam Boiler or Prime-mover knowingly places or permits to be placed in management or charge of a Steam Boiler or Prime mover any person who is not a fit and proper person for the management or charge of the same, such owner shall be liable to a fine not exceeding five hundred rupees, and in default of payment of fine to imprisonment of either description as described in the Indian Penal Code for a term not exceeding three months.

Penalty for employing unqualified Engineers.

Validity of certain certificates granted under Bombay Act V. of 1873, Section 17.

The holder of a certificate of competency granted under the latter part of Section 17 of Bombay Act V. of 1873, on the ground of efficient service merely, shall be deemed to be a fit and proper person to manage or to be in charge of any Steam Boiler or Prime-mover within the meaning of this section for a period of one year from the date of this Act coming into force, and for no further period.

Certificate not to be granted for Boiler if it has not a certificated Engineer.

24. No certificate under Sections 9, 10, or 11 of this Act shall be granted for any Steam Boiler or Prime-mover, unless the owner thereof shall have in his employ as Engineer thereof a person who is a fit and proper person to manage or be in charge of the same.

PART IV.—RECOVERY OF PENALTIES.

When penalties are to be enforced under Sections XIV. and XXII.

25. No proceeding shall be taken to enforce the penalties mentioned in Sections 15 and 23 of this Act, nor shall Section 24 of this Act take effect in any district or place in which Bombay Act V. of 1873 is not now in force, before such day after this Act shall have been extended to such district or place as Government shall fix by notification in the *Bombay Government Gazette*.

Cognizance of offences against this Act.

26. All offences against this Act shall be cognizable in the City of Bombay by a Magistrate of Police, and elsewhere by a Magistrate of a District or a Magistrate of the First Class.

Recovery of rates, fines, &c.

All rates, fees, costs and penalties imposed under this Act within the City of Bombay may be recovered in the manner prescribed by Act XIII. of 1856 (for regulating the Police of the Towns of Calcutta, Madras, and Bombay) and Act XLVIII. of 1860 (to amend Act XIII. of 1856) or any other Act for regulating the Police of the City of Bombay for the time being in force; and all such rates, fees, costs and penalties imposed elsewhere may be recovered by a Magistrate of a District or a Magistrate of the First Class in the manner provided in Section 307 of the Code of Criminal Procedure and subject to the provisions of Sections 64 to 70, both inclusive, of the Indian Penal Code.

Disposal of rates, &c.

All rates, fees, costs and penalties levied under this Act shall be disposed of in such manner as Government shall from time to time direct.

Charges within what period to be brought.

27. No charge shall be brought against any person for the recovery of any fine under this Act, except within six months after the commission of the offence, nor shall such charge be brought except with the sanction or under the direction of the Collector of Bombay or of the District in which the offence is laid.

SCHEDULE A.

Name of Owner.	Description of Boiler and age.	Description of Prime-mover and age.	Power.	When and where made.	When and where last repaired.	Time for which Boiler or Prime-mover is to be used, and certificate to be in force, and maximum pressure at which the Boiler may be worked.	Remarks.

I, the undersigned, certify that I have examined the above-named Boiler (or Prime-mover), and to the best of my judgment the Boiler (or Prime-mover), as shown in the above statement, and all its necessary appurtenances are in good condition.

A. B., Inspector.

STATEMENT OF OBJECTS AND REASONS.

The fees leviable under Bombay Act V. of 1873 are found not to yield sufficient revenue to enable Government to provide efficiently for giving effect to the requirements of the Act, and the scale of fees is stated to work unfairly, because the same charge for inspection is made to the owner of a small concern worked by steam-power as to a Company whose property is worth perhaps lacs of rupees.

Again the absence of any provision in Bombay Act V. of 1873 for checking the working of Boilers and Prime-movers at a higher pressure than that allowed by the Inspector's certificate, is found to be a serious obstacle to the exercise of efficient control over the owners and Engineers in charge of such Boilers and Prime-movers.

Part III. of the Act has also given rise to difficulties. The Exa-

miners appointed under Section 16 have considered that alleged efficient service merely, without any personal test of the candidate's qualifications, is not a safe ground upon which to award a certificate of competency as Engineer. They have also thought it necessary that certificates of competency should be of different classes, according to the candidates' respective qualifications, which are found to be of very varying degrees.

This Bill proposes to amend Bombay Act V. of 1873 so as to remove all the above objections to it, and the opportunity has been taken of introducing into it several other minor alterations, as for instance to make it applicable to *all* Steam Boilers and not only to those of which the Prime movers are of more than ten horse-power nominal; and of improving the language and arrangement.

As the proposed amendments are numerous, it has been thought better to substitute an entirely new Act than to burden the Statute Book with a lengthy amending Act.

No. 1819 OF 1876.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 14*th June*, 1876.

From the Hon'ble E. W. RAVENSCROFT, C.S.I., Acting Chief Secretary to Government, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter of the 29th February last, and this office reply of the 3rd March following, No. 762, I am directed to state, for the information of the Chamber, that His Excellency the Governor in Council hopes that their opinion on the Steam Boiler Inspection Bill to amend the law relating to the inspection of Steam Boiler and Prime-movers attached thereto will be forwarded to Government with as little delay as possible, as it is intended to take the matter into consideration at once.—I have, &c.,

D. MACKENZIE,
For Acting Chief Secretary to Govt.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 762, of the 3rd March last, forwarding, for the

use of the Chamber, eight copies of the proposed Bill to amend the law relating to the inspection of Steam Boilers and Prime-movers attached thereto, and No. 1819 of the 14th ultimo, requesting that the opinion of the Chamber on the Bill be forwarded to Government with as little delay as possible, as it is intended to take the matter into consideration at once.

The Chamber, in the first place, desires to express its deep regret that legislation of this exceptional kind should ever, to such an extent, have been resorted to in this Presidency, and particularly that Government should, without any just cause whatever, be anxious to introduce a measure, the sole aims of which appear to be to unnecessarily impose additional restrictions on the industries of this Presidency, and to increase the fees in which the various factories are already mulcted for the maintenance of the Inspector and his establishment. His Excellency in Council is doubtless aware that in the United Kingdom no law exists—although the introduction of such a law has occasionally been advocated—rendering the inspection of boilers compulsory. But such a thing as the compulsory inspection of engines or machinery, used in factories or on land, or the examination of persons placed in charge of such boilers, engines, or machinery, has never been heard of, and would not for a moment be tolerated there. For state interference in these matters is justified on no ground of probable danger to the person, nor can it afford any additional security against accident. The object of this kind of legislation is to guard against danger to human life, but it is only from explosions of boilers that accidents dangerous to human life occur. It is doubtless supposed that the proposed Bill will be a useful auxiliary to the provisions of the Indian Penal Code, but the Chamber believes that those provisions afford ample security against any conceivable form of negligence, and are more comprehensive than any English enactment on the subject. It should, moreover, never be forgotten that the greatest sufferers from explosions of boilers, or breakdowns of machinery, are the owners who, without the intervention of Bombay Act V. of 1873, are not only amenable to the criminal law of the country if they knowingly or negligently omit to take such order, with any machinery in their possession or under their care, as is sufficient to guard against any probable

danger to human life from such machinery, and are likewise answerable in damages if the death of a person is caused by their wrongful act, neglect, or default, but who also suffer pecuniarily in having to replace the broken machinery, and in the stoppage of their factories until it is replaced. They have, therefore, a powerful motive, in their own preservation from loss and from penal consequences, to keep their boilers and machinery, which are always tested before being sent out to this country, free from defects and in good repair; and when this motive exists, further legal precautions against accident appear to be unnecessary. The Chamber, however, is unwilling to oppose the measure in so far as it is calculated to prevent accidents which are really dangerous to human life, as is admittedly the case in boiler explosions, and that portion of the proposed Bill which legalizes only the inspection of boilers has, therefore, its approval. But the inspection need not necessarily be conducted by a Government Inspector, and, as it is always desirable that Government should abstain as far as practicable from any interference with the manufactures of the country, the Chamber would recommend that Government proceed no further than to lay down certain broad principles, leaving these to be carried out by the Millowners' Association, if that body would undertake to introduce an efficient and economical system which might be made subject to the approval of Government. If, however, Government insists on continuing the present system of Government inspection, the Chamber strongly urges that the powers of the Inspector and the facilities for inspections to be allowed to him, be distinctly defined in the Bill, that every precaution be taken to prevent the enactment being worked vexatiously by the Boiler Inspector, as has hitherto been the case, and that the fee levied for the inspection of a boiler be considerably reduced below the present exorbitant rates.

But if it might not be undesirable to make the inspection of boilers compulsory by law, there is no ground whatever for State interference in regard to engines or prime-movers, or to the qualifications of persons placed in charge of boilers or engines; and the Chamber recommends that all those portions of the Bill which refer to the inspection of engines or prime-movers, and to the examinations of engineers, be struck out. In the United Kingdom, the idea of a periodical

inspection of engines on land, or of requiring persons in charge of boilers or engines on land, to have passed an examination, is unknown. The Bombay Government in all this extraordinary legislation appears entirely to have overlooked the important fact that the breakdown of an engine, which is very rarely attended with fatal consequences, entails serious and often ruinous loss upon the owner, and that it is therefore the owner's interest above all other things to keep his engines in good condition and repair, and to employ competent persons to take charge of them. But with respect to the only reason which justifies a Government in interfering in the private concerns of its subjects, namely, danger to human life, the Chamber has no hesitation in asserting that there is not more danger in the engine-rooms of factories than in other places where trades or occupations are carried on, and certainly not so much as is incurred by a person daily in driving from the Fort to his bungalow. Accidents from defects of engines are extremely rare, and no system of periodical inspection can, it believes, avail to prevent them.

The clauses of the English Merchant Shipping Acts, which relate to the inspection of machinery on board of vessels, and to the examinations and certificates of engineers of sea-going vessels, were passed on the obvious consideration that, if a breakdown occurred at sea, which the engineers were unable to repair, it might result in the loss of the vessel, and of all the lives on board of it. But under no other law of the United Kingdom, and in no other circumstances, are engines or machinery on land inspected, or are persons placed in charge of boilers or engines on land required to have passed examinations. And the reason is obvious: no special qualifications are required in persons placed in charge of boilers, while the condition of engines or machinery, and the qualifications of the persons placed in charge of them, are entirely the business of the owners, who have the greatest interest in keeping their property in good condition and repair, and in employing competent persons to look after it. Again, neither in the United Kingdom, nor in India, are railway locomotive engines or boilers inspected by a Government Inspector, nor are the drivers of them required to have passed an examination, although a locomotive engine and boiler are much more complicated and difficult to handle

than an ordinary engine and boiler. Yet to these drivers are hundreds of lives entrusted with every passenger train. In the working of locomotives, there is danger to large numbers of human lives; but in the case of the working of the engines of a factory, there is little or no danger to any one, and there is, therefore, no necessity for a law requiring persons placed in charge of them to have passed examinations.

With these preliminary remarks, the Chamber has the honour to recommend the additions, alterations, and modifications in the undermentioned sections of the proposed Bill, if His Excellency in Council should still decide to proceed with it.

Title.—The Chamber recommends that the word "persons" be substituted for "Engineers," and that the words "and Prime-movers attached thereto" be omitted. The title of the Bill will then read thus:—"A Bill to amend the law for the periodical inspection, and the management by competent persons, of Steam Boilers in certain parts of the Presidency of Bombay."

Preamble.—The Chamber recommends that the word "persons" be substituted for "Engineers," and that the words "and Prime-movers attached thereto" be omitted. The preamble of the Bill will then read thus:—"Whereas it is expedient to amend the law for the inspection by competent Inspectors, and for the management by competent persons, of Steam Boilers situate in the City of Bombay and in certain districts within the Presidency of Bombay; It is enacted as follows."

Part I., Section 2, para. 2.—The Chamber recommends that to this paragraph the following words be added:—"Nor to any Steam Boiler of which the Prime-mover is of ten horse-power nominal or under." Paragraph 2 of Section 2, Part I., would then read thus:—"But nothing in this Act shall be deemed to apply to any locomotive engine used upon any railway, nor to any steam vessel, nor to any Steam Boiler of which the Prime-mover is of ten horse-power or under."

The Chamber recommends that boilers of which the Prime-movers are of ten horse-power or under be excluded from the operation of the Bill. To include such boilers in the proposed Bill would be to interfere unnecessarily with trade. The more you introduce these small boilers and engines, the more

you reduce the necessity of manual labour. And it is of great importance to a country like India that machinery of this description should be brought into extensive use.

Section 4, *para.* 2.—The Chamber recommends that the whole of this paragraph be omitted.

Part II., Section 5, *para.* 3.—The Chamber recommends that the words "and Prime-movers" in the second and third last lines of this paragraph be omitted.

The Chamber also recommends that the rules referred to in this paragraph, as being from time to time to be framed by Government under Section 13 of the proposed Bill, should be inserted in the Bill itself. It is of great convenience and importance that changes should be avoided, and that persons interested should know under what regulations they are to act.

Section 6, *para.* 1.—The Chamber recommends that the words "person or" in the fourth last line of this paragraph be omitted; and that for the words "nominate" in the third last line the word "appoint" be substituted. It also recommends that the following words be added to this paragraph—"But no such Commission shall consist of less than five persons, of whom three at least shall be independent professional men unconnected with Government, and nominated by the Bombay Millowners' Association." The paragraph will then read thus:—"Government shall, as occasion may require, appoint Commissions for hearing appeals preferred by owners under Section 10, and for determining questions submitted to them under Section 11 of this Act. Such Commissions shall consist of such persons as the Government shall deem fit to appoint, and shall endure for such term as the Government shall appoint, but no such Commission shall consist of less than five persons, of whom three at least shall be independent professional men unconnected with Government, and nominated by the Bombay Millowners' Association." The Chamber believes that it was the unlimited and practically uncontrolled authority which the Inspector enjoyed under Act V. of 1873 that rendered the operation of that Act so vexatious, and gave rise to the scandals in connection with the working of it. Under it, an appeal lay only to a Commission composed entirely of Government nominees, who, in all questions

brought before them, would naturally, it was felt, lean towards the side that appointed them. The proposal of the Chamber, whilst only an act of justice to appellants, would remove this impression, and a great deal of the unpopularity of the present Act. As Government can have no desire that the Act should be worked vexatiously or oppressively, the Chamber earnestly hopes that its recommendation in regard to the composition of these Commissions for hearing appeals will be adopted.

Section 7.—The Chamber recommends that the words "or Prime-mover" in the third and fourth lines of this Section be omitted.

Section 8.—The Chamber recommends that the words "or Prime-mover" which occur in the first and second lines, in the seventh line, in the fourth last line, and in the second last line of para. 1 of this section, be omitted. It also recommends that the words "or Prime-mover" in the first line of para. 2 of this section be omitted. It also recommends that the words "or Prime-mover" in the second and third lines, and that the words "all reasonable facilities for such examination, and" in the fifth and sixth lines of para. 3 of this section, be omitted; and that the following words be added to the same para.—"and the following facilities for the examination of any boiler when the same are required by the Inspector, *viz.*—

(*a*) Boilers shall be empty and cool.
(*b*) Boilers shall be cleaned inside and out.
(*c*) Flues shall be swept.
(*d*) Fire-bars and fire-bridges shall be removed.
(*e*) Blow-off and other cocks shall be clear for inspection.
(*f*) The brickwork immediately in contact with the boiler shall be removed when it is thought that the boiler is corroding, and only when it is impossible to get at the boiler without removing this part of the brickwork."

Section 8 will then read thus:—

"The owner of any boiler in respect whereof a certificate shall not be in force in manner hereinafter described, shall, if such boiler be situate in the

City of Bombay, before using the same, give notice to an Inspector appointed under this Act for the City of Bombay of his intention to use or continue to use the same. The Inspector to whom such notice shall be given shall appoint a time between sunrise and sunset, and within four days after the receipt of such notice, for the inspection of such boiler, and at such time shall carefully examine such boiler and every appurtenance thereof.

If such boiler be situate elsewhere than in the City of Bombay, the owner shall, before using the same, give notice to the Collector of his intention to use or continue to use the same, and the Collector shall cause an inspection and examination as aforesaid to be made by an Inspector within ten days after the receipt of such notice, and shall inform the owner of the date on which the said inspection will take place.

The owner or person in charge of any boiler so examined shall afford to the Inspector all such information as may reasonably be required by him, and the following facilities for the examination of any boiler when the same are required by the inspector, viz.—

(*a*) Boilers shall be empty and cool.
(*b*) Boilers shall he cleaned inside and out.
(*c*) Flues shall be swept.
(*d*) Fire-bars and fire-bridges shall be removed.
(*e*) Blow-off and other cocks shall be clear for inspection.
(*f*) The brickwork immediately in contact with the boiler shall be removed when it is thought that the boiler is corroding, and only when it is impossible to get at the boiler without removing this part the brickwork."

The Chamber considers it to be of great importance that the extent of the facilities to be afforded to the Inspector for the examination of boilers should be defined in the Bill, and the facilities above enumerated, and which were recommended to Government by the Bombay Millowners,

Association, in its report on the proposed Bill, dated 6th May last, are, in its opinion, ample. In all the remarks and recommendations of the Association under Section 8 of the proposed Bill, the Chamber entirely concurs, and would commend the same to the careful attention of His Excellency the Governor in Council.

It is well-known that accidents dangerous to life or limb arising from faults of engines, are extremely rare, and that periodical inspections do very little towards preventing such accidents as do occur. Several detailed illustrations of breakdowns of engines, which have occured in recent years in England and in Bombay, have been collected by the Chamber. Nearly every instance proves that examinations of engines are unavailing to prevent accidents, and in none was there any loss of life. The factories and workshops in the Presidency town alike demonstrate the absurdity of any legislation rendering the periodical inspection of engines compulsory. Engines have been constantly at work in the P. & O. Company's works at Mazagon during the last thirty years, and during all that period no life has been lost, nor has any serious accident to the person occurred; and the Chamber believes that it will be found that at other large works, where engines are used, there has been the same immunity from personal injury. But there is a serious objection to the present system of inspection, which requires a large engine, or pair of engines, such as are at work in many of the Bombay mills, to be taken to pieces. The taking of an engine to pieces involves a great deal of labour, and the putting of it together still more; and as this work has to be done very hurriedly (in order to avoid loss from the mill being stopped), each part may not receive the careful supervision which is necessary to ensure everything being exactly and carefully replaced. There is therefore an increased risk of breakdown immediately after inspection, from some part of the engines having been carelessly and improperly put together. And it is a fact well known to all practical engineers that, even with the greatest care, after an engine has been taken to pieces for inspection, a considerable time is required before it can be again got to work with the same smoothness, and freedom from risks of hot bearings, &c. Inspections, as they are carried out here, for the purpose of discovering defects, are unnecessary, as

any serious fault in an engine may be discovered without pulling the whole of it to pieces.

Section 9.—The Chamber recommends that the words "or Prime-mover" which occur in the third and fourth lines, in the fifth line, and in the eleventh line of para. 1, and in the seventh and eighth lines of para. 2, of this section, be omitted. It also recommends that in Schedule A, referred to in this section and annexed to the proposed Bill, the third column, headed "Description of Prime-mover and Age," be omitted, and that the words "or Prime-mover" in the heading of the seventh column of the said Schedule A also be omitted.

Section 10.—The Chamber recommends that the words "or prime-mover" which occur in the fourth line of para. 1 of this section be omitted, and that the words "or Prime-mover" which occur in the fifth and sixth lines, and in the eighth and ninth lines of para. 2, of this section be omitted.

The Chamber also recommends that between the words "certificate" and "If" in the eleventh line of para. 2 of this section, the following sentence be inserted :—"And if the said Commission find that the Inspector refused to give the certificate on frivolous grounds, it shall have power to inflict on the Inspector such penalty as to the Commission may seem just."

Para. 2 of Section 10 will then read thus :—"The Collector shall thereupon forthwith forward to the Commission the petition of appeal, and the said Commission shall, within four days after the date of the receipt of the same if such boiler be situated in the City of Bombay, and within ten days after the date of its receipt if such boiler be situated elsewhere, inquire into and determine such appeal, and shall, if it think fit, grant a certificate. And if the said Commission finds that the Inspector refused to give the certificate on frivolous grounds, it shall have power to inflict upon him such penalty as to the Commission may seem just. If the Commission is of opinion that the appeal is unfounded or frivolous, it shall have power to award any sum not exceeding Rs. 50 as costs to be paid by the owner. The enquiry shall be held in public, and the decision of the Commission shall be final."

The Chamber considers that if the Commission has the

power of inflicting a penalty on the owner if it finds that the appeal is unfounded or frivolous, it should in like manner have the power of inflicting a penalty on the Inspector if it finds that he has refused the certificate on frivolous grounds. The provisions of the English Merchant Shipping Acts, which render the Board of Trade liable to pay compensation if a ship is unnecessarily detained, should likewise be made applicable to this Bill. By Section 14 of the Merchant Shipping Act, 1873, and by Section 8 of the Merchant Shipping Act, 1875, 38 and 39 Vic., cap. 88, it is provided that if the owner of any ship, surveyed under the first-named Act, is dissatisfied with any order of the Board of Trade made upon such survey, he may apply to the Court, which may appoint a new survey, and which may order the Board of Trade to indemnify the owner, if it finds that the ship was unnecessarily detained.

Section 12.—The Chamber recommends that the words "or Prime-mover" in the eighth and ninth lines, and in the eleventh line of this section, be omitted. It also recommends that to this section, after the last word "certificate," the following words be added—"but without stoppage to machinery or works." Section 12 will then read thus :—

> "12. It shall be lawful for an Inspector, at any time between sunrise and sunset on any day during the period for which a certificate may have been granted, under Section 9, 10, or 11 of this Act, to examine any Steam Boiler for which such certificate has been granted, in order to ascertain whether the boiler is still in good condition, and whether any cause exists for revoking the said certificate, but without stoppage to machinery or works."

Section 13.—The Chamber objects to the whole of this section. It strongly recommends that the rules should be embodied in the Bill, and that no alteration should be made in the rules without special legislation. To give the Government the power to frame rules, which may from time to time be varied or cancelled by Government, would be equivalent to giving it the power to pass a new Act, and this would be in the highest degree inconvenient and objectionable.

With regard to clause (*b*) and the paragraphs under it, the Chamber considers that the present plan of charging so much per boiler inspected is the fairest. The Chamber also desires to impress upon His Excellency the Governor in Council the important fact stated by the Millowners' Association in its remarks under this section, that, under the system of voluntary association in England, an owner of six boilers pays only £1 11s. 6d. a year for their inspection, or 5s. 3d. per boiler per year. The fee now levied in Bombay, and which in para. 1 of the Statement of Objects and Reasons of the proposed Bill, is stated to be insufficient, is no less than Rs. 60 per boiler for each inspection. The Chamber has no hesitation in asserting that, if a system of Government inspection of boilers were ever introduced into England, no English Government would venture to levy such an unreasonable and excessive fee as Rs. 60 per boiler. It is a heavy tax on a rising industry, which it is the duty of the State to encourage to the utmost; and the tax is the more burdensome because it is felt to be unnecessarily high.

Section 14.—The Chamber recommends that the words "or Prime-mover" in the first and second lines of this section be omitted.

Section 15.—The Chamber recommends that the words "or Prime-mover," which occur in the first and second lines, in the fourteenth and fifteenth lines, and in the sixteenth and seventeenth lines of this section be omitted. It also recommends that the word "person" be substituted for the word "Engineer" in the eighth line. It also recommends that the words "liable to be" should be inserted between the word "be" in the eleventh line and the word "punished" in the twelfth line, and that the words "liable to be" should be inserted between the words "be" and "punished" in the nineteenth line of this section. Section 15 will then read thus:—

> "15. The owner of any boiler who shall use the same without a certificate duly obtained and in force in respect thereof under this Act, and any such owner and any person who shall work the same, or permit it to be worked, at a higher pressure than that allowed by any certificate duly obtained in respect thereof, shall be liable

to be punished with a fine not exceeding one hundred rupees for every day that he shall so use or work the said boiler; and if the said owner shall continue so to use or work the boiler after such fine shall have been imposed, he shall be held to have committed a separate offence and shall be liable to be punished with a further fine not exceeding one hundred rupees for each day after the first conviction during which the offence is continued, and in like manner after each subsequent conviction."

Part III., Section 16.—The Chamber recommends that the word "persons" be substituted for the word "Engineers" in the third line, and that the words "and Prime-movers" in the last line of this section be omitted.

The Chamber considers it absurd to require that certificated Engineers only shall be placed in charge of engines and boilers on land.

Section 17.—The Chamber recommends that the words "one or more" in the third and fourth lines of this section be struck out, and the word "three" be substituted; and that the following sentence be added to the section:—"No Inspector appointed for the purposes of this Act shall be eligible to act as an examiner, or as secretary of any Commission appointed under this Act, or to hold any other office for the purposes of this Act." Section 17 will then read thus:—"The Governor of Bombay in Council shall from time to time nominate three competent persons, for the purpose of examining the qualifications of applicants for examination, and the names of the examiners so appointed shall be published, and may from time to time make rules, which shall be published in the *Bombay Government Gazette*, for the conduct of such examination, and as to the qualifications to be required, and the fees to be paid by applicants, and the certificates to be granted to them. No Inspector appointed for the purposes of this Act shall be eligible to act as an examiner, or as secretary of any Commission appointed under this Act, or to hold any other office for the purposes of this Act."

The Chamber considers that examinations are altogether unnecessary, but, if insisted on, that oral examinations would

be sufficient, and that the questions should be of a practical character relating only to the working of boilers, instead of technical questions implying a knowledge of the business of mill-wrights and engine-builders, which it is quite unnecessary for a person placed in charge of a factory boiler or engine to possess. The examination should not extend beyond a few simple questions touching the safe use of boilers.

The Chamber also recommends that there should be three examiners; and it is obviously inexpedient that any Inspector should be eligible to act as an examiner, or as secretary of any Commission, or to hold any other office for the purposes of this Act.

Section 18.—The Chamber recommends that this section be struck out, and the following substituted:—

> "Certificates of competency shall qualify the holder thereof to manage or be in charge of a steam-boiler or steam-boilers."

The Chamber considers it quite unnecessary to have certificates of different classes: a man who can work one boiler can work any.

Section 20.—The Chamber recommends that this section be struck out, and the following substituted:—

> "The power of cancelling or suspending a certificate of competency granted under Section 18 or 19 of this Act, shall vest in, and be exercised only by, a court composed of a magistrate and an engineer assessor, and it shall be lawful for the said court, after due enquiry, to cancel such certificate, or to suspend the same for such time as to it shall seem fit."

Section 23, *para.* 1.—The Chamber recommends that the words from "or Prime-mover" in the eighth line of para. 1 of Section 23 to the end of the paragraph be omitted. This paragraph will then read thus:—"No person who does not possess a certificate of competency granted under Section 18, 19, or 22 of this Act, shall be deemed a fit and proper person to manage or be in charge of a steam-boiler."

Para 2.—The Chamber recommends that paragraph 2 of

Section 23 be struck out, and that words to the following effect be substituted :—

> "If any owner of a steam-boiler finds that it is not possible to employ a certificated man, a non-certificated man may, as a temporary measure, be employed."

Para 3.—Paragraph 3 of Section 23, which provides that certificates of competency granted under Act V. of 1873, on the ground of efficient service, shall only have effect for a period of one year from the date of the proposed Bill, appears to the Chamber to be simply ridiculous. The Chamber recommends that the paragraph be omitted.

Section 24.—The Chamber considers that this section might operate oppressively on individuals, whilst it could serve no useful or necessary purpose. It recommends, therefore, that it be omitted.

The Chamber, in conclusion, desires me to express the hope that its opinion on the proposed Bill, and the sections of it abovementioned, will receive the careful consideration of His Excellency the Governor in Council.—I have, &c.,

J. GORDON, Secretary.
GEORGE F. HENRY, Chairman.

Chamber of Commerce, Bombay, 4th July, 1876.

No. 182 OF 1876.

BOMBAY, *24th October*, 1876.

The CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to request the favour of the attention of His Excellency the Governor in Council to the Chamber's letter, dated 4th July last, containing its opinion on the proposed Bill to amend the law relating to the Inspection of Steam Boilers and Prime-movers attached thereto, and particularly to the concluding portion of para. 2 thereof, in which, while giving its approval to the inspection of boilers being made compul-

sory by law, the Chamber urged that the inspection "need not necessarily be conducted by a Government Inspector."

Since the date of that letter which, as the Committee have not yet been favoured with any acknowledgment of it, they presume is still under consideration, an important trial has taken place in the High Court of Bombay, at which the oppressive and vexatious manner in which the Act No. V. of 1873 may be worked was brought to light. The disclosures made at that trial have more particularly directed the attention of the Chamber to the opinion which it had already expressed that the Inspector should be independent; and the Committee now deem it to be their duty to urge upon His Excellency the Governor in Council the expediency in the public interests, of abolishing the present Government establishment for the inspection of Boilers. There are many private Engineers perfectly competent, who, if appointed or licensed by Government, would be glad for a small fee to inspect the boilers of factories, and the inspection would, the Committee feel sure, be conducted with equal efficiency and with much greater economy, than the system now in force, while it would have the merit of preventing the hardship and annoyance to which the owners of factories can at present be subjected.—I have, &c.,

J. GORDON, Secretary.

No. 3365 OF 1876.

GENERAL DEPARTMENT,

BOMBAY CASTLE, *27th October*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 24th instant, No. 182, and of the one therein referred to, and to state that the representations of the Chamber on the subject of the Steam Boiler Inspection Bill are under the consideration of Government.—I have, &c.,

D. MACKENZIE,

Acting Under-Secretary to Govt.

APPENDIX Y.

———:o:———

THE OPIUM BILL, 1876.

4, FORBES STREET, BOMBAY, *28th August*, 1876.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We beg to hand you herewith copies of Memorials which have been addressed to H. E. the Governor General by ourselves and thirty-three leading Marwaree opium merchants, respectively, in connection with the new Opium Act which will soon be passed by the Council of the Government of India. We trust that the Chamber will support the action which we have taken.—We remain, &c.,

DAVID SASSOON & Co.

To His Excellency the Right Honourable EDWARD ROBERT BULWER LYTTON, BARON LYTTON, Viceroy and Governor General of India in Council.

The Humble Memorial of DAVID SASSOON & Co., of Bombay, Merchants,

SHEWETH,—That your Memorialists, being the largest exporters of opium in Bombay, and having carefully perused the published draft of Bill No. 2 of 1876 to amend the laws relating to Opium, together with the Report of the Select Committee thereon, venture most respectfully to submit to your Excellency that the seventh section thereof having reference to the establishment of warehouses, although merely permissive, is calculated, if acted upon by the local Government, to cause the greatest possible inconvenience to all concerned in the opium trade of Bombay, and to cause a considerable loss to Government in revenue and otherwise.

2. The system of warehouses now sought to be introduced is one that has, to a certain extent, been already tried in Bombay under Regulation 21 of 1827, section 2 of which provided for the deposit of opium in warehouses duly approved by the Governor in Council, but the experiment was not found to work satisfactorily, and the enactment was in consequence, so far as it related to Malwa opium imported under a pass, rescinded by Regulation 20 of 1830, section 1. Your Memorialists beg respectfully to call your Excellency's attention to the motive, as expressed in the Regulation, which induced the Bombay Government, in the first instance, to authorize the deposit of opium in Warehouses, it being distinctly shown that it was to enable the owners of opium to delay paying duty until it should be convenient for them to do so, and as much as twelve months was the period allowed for this purpose. It is clear, therefore, that the system of warehouses under Government supervision was at that time sanctioned for the advantage and convenience of

the opium merchants only, and was abolished after three years' trial when the system of collecting duty on opium was changed and its payment before the importation of the drug into the Presidency was made peremptory.

3. The practice which was thereafter adopted, and still obtains, is that the duty on all opium for exportation by sea is paid to the Opium Agent in the Malwa districts, and the drug is forwarded to Bombay, accompanied by a pass which must be produced to the Custom's officers when the opium is shipped, the drug remaining in the meantime in the custody of the owner in his own warehouse. This system has been found to work well for the last 46 years, and, in the opinion of your Memorialists and of all the other opium merchants of Bombay, should not be departed from in the manner indicated in the proposed new Act.

4. In the event of this Act passing into law, and thus authorizing the establishment of warehouses by Government, your Memorialists beg respectfully to suggest that it should be distinctly stated in the Act that such Warehouses are to be only for opium *in bond*, as it would be contrary to all precedent and an unfair interference with the freedom of trade if any restrictions were applied to the custody of goods on which the duty had been already paid and all claims of Government fully satisfied. Such restrictions, if enforced, would be very severely felt by the opium merchants for the following reasons :—

A.—In a public warehouse it would be impossible to maintain the privacy necessary to the successful carrying on of so important a trade as that in opium, the Malwa drug being of many different qualities and having to be inspected, sampled, and tested by every intending purchaser, and the publicity which would thus unavoidably be given to every negotiation would cause considerable inconvenience to both buyers and sellers, and loss to either one or the other according as the market were rising or falling.

B.—Great inconvenience would result from the transaction of business being necessarily restricted to stated hours during which the public warehouse would be open, whereas in the merchants' own godowns they are able to work from 6 A.M. to 10 P.M., Sundays included when necessary, which is often the case, as all the purchases for the fortnightly steamer to China are generally compressed into the three or four days immediately preceding the departure of the Mail.

5. Your Memorialists humbly submit that some good reason should be shown before an arbitrary regulation is enacted, which would entirely change the course of an important trade, and that the desire simply to obtain fees or rent for Government or quasi-Government warehouses should not be allowed to influence Government in interfering with the free action of merchants forcing them to give up the independent warehouses in which they have been for so many years accustomed to store, pack, and sell their opium.

Your Petitioners respectfully submit that such an enactment is not required for the protection of the Government revenue, and that the anticipated gain to Government in the way of fees or rent even is a doubtful one, as there is every probability that merchants, in the event of a public warehouse being established the storage of opium wherein would be compulsory, would do their utmost to avoid using it by retaining their opium in the producing districts until it was required for export, when it would be inspected and packed ready for shipment before being brought to Bombay. Were this system to be adopted, as your Memorialists feel certain, it would be if the merchants were forced to give up their own warehouses here, the loss to Government would be very considerable, as, besides the direct loss of interest on the cost of construction of the warehouse itself, there would be a heavy indirect loss caused by the driage (or decrease of weight in the opium in the course of drying) taking place before the duty was paid to Government, instead of, as at present, after the duty has been paid and the opium sent up to Bombay. The loss to Government in this item with interest on the delayed payments would, it has been calculated, amount to about ten lacs of rupees per annum.

6. Your Memorialists venture to hope that, after consideration of the foregoing statements, your Excellency will see fit to expunge the whole of section 7, together with clause (*g*) in section 8 and clause (*d*) in section 10, from the draft of Bill No. 2 of 1876, as settled by the Select Committee and presented to your Excellency on the 6th of July.—And your Memorialists will every pray.

DAVID SASSOON & Co.

Bombay, 31st July, 1876.

To His Excellency the Right Honourable EDWARD ROBERT BULWER LYTTON, BARON LYTTON, Viceroy and Governor General of India in Council.

The Humble Memorial of the undersigned Opium Merchants of Bombay

SHEWETH,—That your Memorialists have learned with regret from the published draft of Bill No. 2 of 1876, entitled, "The Opium Act, 1876," that it is proposed under it to authorize the establishment of Government warehouses for the storage of opium in Bombay, and your Memorialists take the liberty of addressing your Excellency respectfully on the subject with the view of pointing out how injurious such an enactment, if ever brought into operation, would prove to all interested in the export trade in opium, and in the hope that your Excellency will graciously consider and give due weight to the objections herein urged.

2. Your petitioners beg respectfully to draw your Excellency's attention to the following words in the second portion of section 7 of the Bill in question:—"A warehouse for all or any opium legally imported, *whether before or after the payment of any duty leviable thereon*," from which it appears to be left to the discretion of the Local Government to decide whether the opium deposited in the

projected warehouse is to be *duty paid or in bond*. This discretion is, however, only apparent, as the new Act maintains in full force the existing prohibition of the import of opium on which duty has not been previously paid, and any warehouses that might be established by Government could, therefore, only be intended for the storage of the drug after payment of the duty. The inference here drawn by your petitioners is supported by the fact, which has of course been borne in mind by your Excellency's advisers in preparing the draft Act, that nearly fifty years ago the experiment of a *bonded* warehouse for opium was tried here, and was found to result so unsatisfactorily as to bring about the repeal of the enactment under which it was authorized, about three years after its establishment.

3. The establishment of warehouses in which merchants would be compelled to deposit their duty-paid opium would, your Memorialists humbly submit, be an undue interference with the course of their trade, which would cause them serious inconvenience without bringing any corresponding advantage to Government. The transactions in Malwa opium for exportation all take place during the four or five days which immediately precede the departure of the China Mail steamers, and the operations of examination and packing for shipment are of necessity carried on at all hours from 6 o'clock in the morning to 9 or 10 o'clock at night, while during the monsoon months (when the steamers leave on Monday), the day on which a very large proportion of the business is done is Sunday. In a public warehouse, therefore, which would naturally be open only during ordinary business hours and would always be strictly closed on Sunday, your petitioners would find it impossible to carry on their trade as at present.

4. Your petitioners beg further to represent to your Excellency that in connection with the transactions in an article of so much value and subject to so many fluctuations in price as opium almost absolute secrecy is necessary, and this could not by any possible precautions be ensured in a Government warehouse where all business would have to be conducted in a public manner, and where even the inspection of a single chest would be immediately known to every one connected with the trade. Your petitioners have not been able to learn with what object this objectionable enactment was incorporated in the draft Act, and they are at a loss to understand what good purpose it can serve; they cannot help fearing that it may be intended to make the projected warehouses an adjunct of the Bombay Port Trust, and they humbly but strongly protest against any legislation which would subject them to the caprices of that body to a greater extent than at present.

5. The export opium trade is now, and has been for a great number of years, carried on in warehouses owned by private individuals to whom great loss will certainly be caused if the special business in which their property has been hitherto employed be removed by Government to other buildings, and in the present depressed state of affairs in Bombay your petitioners feel sure that

it would be far from the wish of your Excellency to legislate in such a manner as would tend still further to intensify the difficulties under which owners of house property are already labouring.

6. It being perfectly clear that the establishment of Government warehouses for the storage of *duty paid* opium cannot be required for the protection of the public revenue, your Memorialists beg humbly to represent to your Excellency that it would be quite contrary to all principles of enlightened Government if, by an arbitray enactment, an additional burden were placed on the trade in Malwa opium. Such a course if persisted in could not, by any possibility, tend to the advantage of the public revenue, but would, on the contrary, in all probability, cause considerable loss to Government, as in the event of your petitioners being compelled to give up their private warehouses, they are of opinion that their interests would be best served by retaining their stocks of opium in the producing districts until they are required for shipment. The decrease in weight which results from the drying of the drug would in that case take place before the duty was paid instead of afterwards as at present, and as the average loss in weight for the whole year round is about 4 lbs. per chest, the public revenue would consequently suffer, from this cause and from the loss in interest on delayed payment of duty, to the extent of ten or twelve lakhs of rupees per annum.

7. Your petitioners, being deeply interested in the prosperity of the export trade in Malwa opium, humbly beg that the foregoing representations may meet with due consideration from your Excellency, and they venture to hope that your Excellency will, in compliance with the prayer of your petitioners, expunge from the new Opium Act the whole of section 7 and all other clauses relating to the establishment of warehouses in which the storage of opium can be made compulsory.—And your Memorialists will ever pray.

Gunesbdass Kishnajee.
Govindass Luckmondass.
Tarrachund Ghunshamdass.
Tarrachund Sittaram.
Tarrachund Luxmeenarayen.
Tarrachund Ramchunder.
Sumruthroy Rambux.
Goolraz Singanee.
Jugonnath Ramjus.
Hunmonram Hurdew.
Thakoreseedass Sewdass.
Khetseedass Hurmookroy.
Nopechund Norungroy.
Veneechund Joita.
Gunneshdass Johareemull.
Heeralall Ramgopall.
Hursookdass Chuneeram.
Hurnarayen Manokram.
Ramnarayen Buldew.
Goolabroy Coonjlall.
Chuneeram Jusraz.
Rampurtab Kalooram.
Sudasook Gopinath.
Dullooram Sewpursad.
Rughoonathdass Jugonnath.
Hujareemul Nursingdass.
Shreeram Dolutram.
Benoderam Balchund.
Ramsook Moteelall.
Govindram Jeygopaldass.
Hujareemul Goormookroy.
Sumruthroy Khetseedass.
Guneshlall Sobagmull.

Bombay, 28th August, 1876.

No. 2393.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

SEPARATE REVENUE.

Opium.

To Messrs. DAVID SASSOON & Co., Bombay,

SIMLA, 29*th August*, 1876.

GENTLEMEN,—I am directed to acknowledge the receipt of your letter dated 31st July, 1876, and the enclosed Memorial on the subject of the provision contained in the Bill now before the Legislative Council of the Governor General to amend the laws relating to opium, for the establishment of Government warehouses for opium.

2. In reply, I am to state that the object of the measure is not to make a profit from the rent of the warehouses, but to protect the revenue derived from opium. The Government do not anticipate prejudice to trade therefrom any more than in the case of other articles which are manipulated and dealt in while in bond. I am to add that the proposed legislation as respects warehouses is only permissive, and that the power taken will not be exercised without careful consideration in each case, or without the sanction of the Governor General in Council, which by the proposed law is necessary.—I have, &c.,

R. B. CHAPMAM,
Secretary to the Government of India.

To His Excellency the Right Honourable LORD LYTTON, Viceroy and Governor-General of India in Council.

The Humble Memorial of the Bombay Chamber of Commerce

RESPECTFULLY SHEWETH,—That your Memorialists observe with regret, from the published draft of Bill No. II. of 1876 of the Council of the Governor General, to amend the law relating to Opium, that it is proposed, under section 7, to empower the Government of India "to authorize any Local Government to establish warehouses for opium legally imported into, or intended to be exported from, the territories subject to such Local Government;" and "to declare any place to be a warehouse for all or any opium

legally imported, *whether before or after the payment of any duty leviable thereon;*" and "to compel the owner of all such opium to deposit it in such warehouse," under the penalties stated in para. (*d*) of section 10, namely, imprisonment for a term of one year, or a fine of Rs. 1,000, or both, for each offence; and, under para. (*g*) of section 8, the Local Government may be authorized "to regulate the safe custody of opium warehoused under section 7, the levy of fees for such warehousing, and the removal of such opium for sale or exportation."

That these provisions contemplate the introduction of an utterly useless and unjustifiable interference with the opium trade, and are calculated, if acted upon, to cause the greatest possible inconvenience to all concerned in it.

That the present system, which has existed since the passing of Regulation No. 20 of 1830, of requiring the duty on all opium brought to Bombay for exportation by sea to have been previously paid to the Governor General's Agent in the Malwa districts, and the opium to be accompanied by a pass which must be produced to the Customs officers when it is shipped, the opium remaining in the meantime in the custody of the owner in his own warehouse, has worked satisfactorily to the trade, and has not, the Chamber believes, been in any way detrimental to the revenue.

That, as the duty on Malwa opium is paid before the opium can be imported into Bombay, the establishment of Government warehouses is unnecessary for the protection of the revenue; nor would the establishment of such warehouses assist in the prevention of smuggling, for smuggled opium must of necessity be introduced into the city surreptitiously, as in the cases recently discovered of opium being brought by railway packed in dubbers of ghee, &c.

That the clauses in the Bill, which relate to the compulsory depositing in Government warehouses of opium legally imported, *whether before or after the payment of any duty leviable*, can in reality only be applicable to opium on which the duty has been paid; for the prohibition to import Malwa opium into Bombay without payment of duty in the Malwa districts, and without the opium being accompanied by the Government Agent's pass, remains in force.

That an enactment which authorizes State interference with legally imported merchandise, after all the claims of the

State upon it have been satisfied, and after it has therefore become the absolute property of the owner for exportation, and with the free action of merchants dealing lawfully in that merchandize, in forcing them to give up the independent warehouses in which they have been accustomed to carry on their trade, is an unheard-of measure, affording no additional protection to the revenue, and opposed to every principle of good commercial policy.

That the proposed legislation with respect to warehouses appears to have arisen in a great measure from misconception of the nature of the opium trade, and of the manner in which the duty, so far as Bombay is concerned, is collected. The Government of India, in its letter No. 2393 in the Financial Department, dated Simla, the 29th August 1876, in reply to a Memorial from Messrs. David Sassoon & Co. on the subject of the provision in this Bill as to warehouses, stated—"The Government do not anticipate prejudice to trade therefrom, any more than in the case of other articles which are manipulated and dealt in while in bond." The Chamber begs, with great deference, to submit that, so far from the establishment of Government warehouses not prejudicing the trade, the greatest possible loss and inconvenience must result to the trade from such a proceeding, and that opium *not being in bond* stands in quite a different position from "other articles which are manipulated and dealt in while in bond." In the same letter, the Government of India adds "that the proposed legislation as respects warehouses is only *permissive*, and that the power taken will not be exercised without careful consideration in each case, or without the sanction of the Governor General in Council." But the "permissive" character of the clause appears to the Chamber to be an objection to it; inasmuch as an enactment of this kind, fraught with such serious consequences to all concerned in the trade, if required at all, should be positive, and, if not required, it should not be allowed a place in the Act. The Chamber has been favoured with copies of the Memorial above referred to, and of the Memorial of the principal opium merchants of Bombay, dated 28th August, 1876, both addressed to your Excellency. These Memorials correctly set forth how injurious the enactment, if ever brought into operation, would prove to all interested in the export trade in opium,

from which so large a portion of the public revenue is derived, and will, the Chamber trusts, receive the careful consideration of your Excellency in Council before the Bill is passed.

That the export trade in opium has for many years been carried on at this Port in godowns built for the purpose and belonging to private individuals, to whom heavy loss will accrue if the establishment of Government warehouses for opium is enacted.

Your Memorialists therefore pray that, for the reasons set forth, the provisions relating to the establishment of Government warehouses for opium, contained in the Opium Bill, No. II. of 1876, now before the Legislative Council of the Governor General, be, so far as these provisions relate to Bombay, expunged from the proposed Bill.

And your Memorialists will, as in duty bound, every pray.

In the name and on behalf of the Members of the Bombay Chamber of Commerce

GEORGE F. HENRY, Chairman.
J. GORDON, Secretary.

Chamber of Commerce, Bombay, 9th September, 1876.

No. 3052.

GOVERNMENT OF INDIA.
FINANCIAL DEPARTMENT.
SEPARATE REVENUE.
Opium.

SIMLA, *26th September*, 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 9th September, 1876, submitting a Memorial from the Chamber of Commerce, to His Excellency the Governor General in Council, praying that the provision contained in the Bill now before the Legislative Council of the Governor General, entitled, "The Opium Act, 1876," for the establishment of Government warehouses for opium, may be expunged, so far as Bombay is concerned.

2. In reply, I am desired to observe, with reference to

the assertion that the greatest possible "inconvenience" and "heavy loss" to the trade must be the result of the establishment of warehouses, that, in the absence of any explanation by the Chamber of Commerce, His Excellency in Council does not understand how this alleged inconvenience and loss can arise.

3. If opium is *bonâ fide* intended for exportation, it does not seem to the Governor General in Council that it can be a hardship to the dealers to be required to deposit it in one place near the export wharf.

4. After a careful consideration of the Memorial, His Excellency in Council does not see sufficient grounds to justify a modification of the opinions expressed on this subject in the letter to Messrs. David Sassoon & Co., No. 2393, dated 29th August last, referred to by the Chamber of Commerce.—I have, &c.,

D. BARBOUR,
Under-Secy. to the Govt. of India.

CHAMBER OF COMMERCE, Bombay, 13*th October*, 1876.

To the SECRETARY to the GOVERNMENT of INDIA, Financial Department, Simla.

SIR,—I have the honour to acknowledge the receipt of the Under-Secretary's letter No. 3052, dated the 26th ultimo, in which it is stated that after a careful consideration of the Memorial of the Chamber of Commerce, praying that the provisions contained in the Bill now before the Legislative Council of the Governor General, entitled, the Opium Act, 1876, for the establishment of Government Warehouses for Opium, may be expunged so, far as Bombay is concerned, His Excellency in Council does not see sufficient grounds to justify a modification of the opinions expressed on the subject in his letter to Messrs. David Sassoon & Co., No. 2393, dated 29th August last.

As the Government of India has not favoured the Chamber with any explanation of the reasons rendering the introduction of this measure necessary, the Chamber trusts that the following communication may yet induce His Excellency in Council to re-consider his decision.

The opinions expressed by His Excellency in Council

in his letter to Messrs. David Sassoon & Co. were, that "the object of the measure was to protect the revenue derived from opium, and that the Government did not anticipate prejudice to trade therefrom any more than in the case of other articles which are manipulated and dealt in while in bond." With regard to the protection of the revenue, the Chamber has already shown that legislation with that object is unnecessary, for, under the system, which has existed since 1830, of requiring the duty on opium brought into Bombay for exportation to have been previously paid to the Governor General's Agent in the Malwa districts, the establishment of Government warehouses in Bombay could not possibly add to the security of the revenue or aid in the prevention of smuggling. On this point, indeed, the views of the Chamber are in complete harmony with those of Government. In the correspondence which passed between the Government of India and the Government of Bombay relative to the permission applied for by Messrs. David Sassoon & Co. to ship opium from the Sassoon Dock and Wharf, His Excellency the Viceroy in Council, in his letter No. 3069, of the 18th December last, laid down that the permission should only be withheld, if there was reason to think that its concession would be incompatible with the perfect security of the public revenue. No facts or statements were adduced by the Government of Bombay on that occasion to prove that the revenue would be endangered. On the contrary, the whole tenour of that Government's reply No. 1254, dated 26th February last, was an admission that by the system under which the Malwa opium duty is collected, it was not possible for the revenue to suffer; and the permission was granted. The Chamber, while entirely agreeing with the Government of Bombay on this point, respectfully submits that it is due to an important trade that full information, of a definite and satisfactory character, showing that, without this implied protection, the interests of the revenues of India will suffer, should be furnished, before legislation calculated to interfere vexatiously with that trade is resorted to. It believes, that under the present system, the revenue is perfectly secured, and that the proposed enactment is therefore quite unnecessary.

The Chamber can only account for the statement that Government did not anticipate prejudice to trade from the

establishment of Government warehouses any more than in the case of other articles which are manipulated and dealt in while in bond, by the supposition that the Government of India were labouring under a misconception as to the manner in which the duty, so far as Bombay is concerned, is collected; for the opium when warehoused is not only not in bond, but must always be covered by a pass from the Governor General's Agent, failing which, it would be liable to confiscation under section 10 of the proposed Act. The Chamber, in its Memorial, asserted that the establishment of Government warehouses for opium would result in great inconvenience and loss to the trade; and, with reference to the remark that His Excellency in Council does not understand how this inconvenience and loss can arise, I am directed to observe that the Chamber desired to abstain from wearying His Excellency in Council with detailed explanations of the nature of this inconvenience and loss, because these had already been correctly and fully given by Messrs. David Sassoon & Co., and by the opium merchants, in their Memorials to the Government of India previously referred to by the Chamber.

It is universally admitted that all changes which tend to fetter or interfere with the freedom of a trade must be productive of inconvenience to those engaged in it; and when the article concerned is one of great value, requiring extreme care in its manipulation, and privacy in the transactions connected with it, the inconvenience must be increased to such an extent as to lead to serious loss. In the case of opium, the operation of this general principle becomes very marked, and the Chamber respectfully submits that the publicity which in Government warehouses would necessarily be given to every negotiation, and to the result of the inspection or examination of every chest of opium, would tend seriously to hamper the operations of both buyers and sellers, and would inevitably be the cause of loss to one party or the other according to the state of the market. A further element of inconvenience and loss would be introduced by the necessity of adhering to fixed hours of business, and by the extra fees and penalties to which the merchants would be subjected, if they were bound to deposit their opium, until exported, in a Government warehouse. At present, the pur-

chases for export are all made within the three or four days immediately preceding the departure of the China Mail steamer, and the largest amount of business is (as the steamer always leaves on Monday or Tuesday) frequently done on Sunday, on which day the Government warehouses would be closed. On the large amounts involved in opium transactions, the interest, which would be lost if the purchases and payments were spread over a larger number of days, would make a serious difference to those engaged in the trade.

The Chamber trusts that the foregoing explanation will suffice to convince His Excellency in Council that it would be a hardship to the merchants trading in opium *bona fide* intended for exportation, if they were compelled to deposit it "in one place near the export wharf," and they venture to hope that the remark just quoted from the letter under acknowledgment does not foreshadow an intention of placing a monopoly of the custody of duty-paid opium in the hands of the Bombay Port Trust—a scheme which, while the interests of the Imperial revenues do not render it necessary, would have the effect of increasing the revenues of the Port Trust at the expense of the owners of the extensive range of warehouses now used for opium, which are in close proximity to the Town Bunder, and which were built for the opium trade, and of the owners of the Sassoon Dock, to whom the privilege of shipping opium from their Dock has recently been granted.

For these reasons, the Chamber desires again to urge on His Excellency in Council the desirability of expunging from Act II., entitled, the Opium Act, 1876, now before the Legislative Council of the Govenor General, the provisions relating to the establishment of Government warehouses for opium, so far as these provisions relate to Bombay.

But, if His Excellency in Council still insists on these provisions being retained in the Bill, the Chamber respectfully urges—

1.—That as in the concluding portion of clause (9) of section 8 of the proposed Bill, it appears to be contemplated that "the duty leviable on opium may not be paid within 12 months from the date of warehousing the same," it should be distinctly stated in the Act that the provisions relating to

Government warehouses shall be applicable only to opium *in bond*, that is to say, to opium on which duty has not been paid.

2.—That all warehouses now and previously used and proved to be suitable for the opium trade shall be entitled to be licensed. The Chamber considers that new Government warehouses are not wanted now, and that private owners of property ought not to be made to suffer without any reason whatever.

3.—That the "fees for warehousing," referred to in clause (9) of section 8, shall not exceed the cost of warehousing the drug at present.

4.—That the same facilities, which merchants have at present in private opium warehouses, shall be afforded to them in such warehouses as may be erected by Government without any extra cost for keeping such warehouses open over-time, or on Sundays; and

5.—That means shall be adopted in order that the opium merchants may carry on their trade with the same secrecy in Government warehouses as they are now enabled to do in private warehouses.

The Chamber, however, would in conclusion respectfully remind His Excellency that the plan of depositing opium in warehouses approved by Government to enable the owners to delay paying duty for 12 months was tried, under Bombay Regulation 21 of 1827, but was not found to work satisfactorily, and was rescinded by Regulation 20 of 1830, when the present system of requiring the duty on opium brought to Bombay for exportation to have been previously paid to the Governor General's Agent in Malwa was enforced. The present system, while affording perfect security to the revenue, is satisfactory to the trade, and the Chamber with great deference submits that, in the absence of good and sufficient reasons, it should not be departed from in the manner now contemplated.—I have, &c.,

GEORGE F. HENRY, Chairman.
J. GORDON, Secretary.

APPENDIX Z.

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THE BENGAL CHAMBER OF COMMERCE AND THE CURRENCY.

BENGAL CHAMBER of COMMERCE, CALCUTTA, 24*th July*, 1876.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—At the request of my Committee I had the pleasure of telegraphing to you some weeks ago, asking your co-operation in urging on Government the necessity of adopting a gold standard and, as a preliminary measure thereto, closing the Mints to the public, and prohibiting the import of coined rupees.

I duly received your reply stating your Chamber elected to await the report of the House of Commons Committee, then sitting.

As the heads of the report of that Select Committee have already been received, and the full report itself may be shortly expected, my Committee hope your Chamber may, on a full consideration of the subject, find it in their power to second the Resolutions passed here at a large and well attended Meeting of our members held on the 15th instant.

These Resolutions and the discussion on them were fully reported in the daily papers, which you have no doubt seen; but for ready reference I send you by this post a copy of the proceedings of the Meeting.

Copy of our letter to the Government of India on the subject also accompanies.

It will be matter of satisfaction to my Committee if these Resolutions commend themselves for acceptance by your Chamber, and that we may have the benefit of your support in urging the adoption of these measures on the attention of Government.

I have already addressed the Chambers of Manchester, Glasgow, Liverpool, and Madras, soliciting their co-operation in the matter.

I may mention that an error crept in the report of the Meeting as given in some of the papers. The proposition put to the Meeting did not make any mention of the prohibition of import of silver bullion. The report in the *Englishman* is the correct one.

My Committee feel that the proposals made to Government are incomplete without the 3rd Resolution. In deference, however, to the general feeling apparent at the Meeting the President withdrew it for a time.—I remain, &c.,

H. W. J. WOOD, Secretary.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

ACCOUNTS.

No 3044.

SIMLA, 22*nd September*, 1876.

Read again—

Resolution No 1967, dated 31st July 1876.

Read—

A letter, dated 17th July 1876, from the Secretary to the Bengal Chamber of Commerce, transmitting, for the consideration of His Excellency the Governor General in Council, the following two Resolutions adopted at a Special General Meeting of the Chamber held on Saturday the 15th July :—

RESOLUTIONS.

1st.—" That the continued depreciation in the value of silver is a question most seriously affecting the political and financial interests of the country ; and that, in view to its very great importance, the Committee be requested to address the Government, in order to obtain such information as they may be able to give, in regard to the policy which they propose to pursue under the circumstances.

2nd.—" That the Chamber approves of the suggestion of the Committee, that it is expedient, in view of any ultimate measures that the Government may adopt, that Clause 19 of Act XXIII. of 1870, making it obligatory on the Mints in India to receive all silver tendered for coinage, and also Section 11, Clause (*b*) of Act III. of 1871, making it obligatory on the Currency Department to issue notes against silver bullion sent in, be temporarily suspended, at the discretion of Government ; and that, during such suspension, or till further notice, it be not lawful to import coined rupees from any foreign port."

Read—

A further letter from the Secretary to the said Chamber, dated 22nd July, forwarding copy of the proceedings of the Chamber at the Special General Meeting aforesaid.

In this letter, the Committe of the Chamber, while recognising the difficulty of the position of the Government of India, remarks that " the uncertainty that has hitherto shrouded the action of Government has been attended with serious consequences to merchants and bankers, and will so continue to attend their transactions so long as they are kept in ignorance of the course of action the Government propose to take." The Committe therefore " expresses a hope that His Excellency

the Viceroy will, in the interests of commerce and of the country generally, accede to the prayer of the first Resolution of the Meeting, and make public the intentions of the Government."

As to the second Resolution, the Committee point out that its object is "not to prohibit coinage altogether; for that would be likely to bring about a collapse of credit; but to place all coinage in the hands of the Government to be exercised at their discretion." "It appears to the Committee suicidal" for the Secretary of State to allow the competition of bar silver with the rupees which he has to offer to those requiring money in India, and that to suspend the free conversion of silver bullion into legal-tender coin is "not only a wise and reasonable, but a necessary, precaution for the Government of India to take for the preservation of their own currency, and to support the credit of their own loans, as well as to prevent the country from being swamped by silver sent in by foreign nations."

The Committee argue that the fact that the Government of India is compelled "to put their Mint stamp to all silver" sent to India "has given an artificial and fictitious value to silver, which would cease as soon as the law is suspended. Bar silver would then, gradually, fall to its own intrinsic value; and the extent to which it is depreciated would be soon gauged; whereas now, it is impossible to say how much its value is appreciated by our present 'open coinage system.'"

"When all Europe is closing its door against the import of silver with the avowed object of having as little of the metal as possible, should the depreciation be found permanent, it seems most impolitic," the Committee think, "to keep ours wide open for the reception of an unlimited quantity costing the country, through our coinage laws, far more than its real intrinsic value." The Committee "can see no valid reason against" the immediate adoption by the Government of the second Resolution of the Meeting, and consider that "the objections brought against it have been based either on a misconception of its real scope, or on abstract principles (ignored by other States); whereas the position of affairs is altogether exceptional, and ordinary rules do not apply." The Committee represent that "the measures recommended in the Resolution are not more stringent than (in fact scarcely so stringent as) the first financiers in Europe have found it necessary to adopt."

Lastly, the Committee point out that "there was a third proposition put before the Meeting, recommending the adoption of a gold standard which, in deference to the feeling apparent among members present, was temporarily withdrawn;" and they refer the Government to the debate at the Meeting upon this proposal.

Read—

A letter, dated 1st August 1876, received in the Legislative Department from the Secretary, Calcutta Trades' Association, forwarding a Memorial from the Master, Wardens, and Committee of the Association, to His Excellency the Viceroy and Governor General of India in Council.

In this document the memorialists represent that they have, for many months past, been suffering great loss from the low rate of exchange, which bids fair to paralyse trade. The memorialists join earnestly with the Bengal Chamber of Commerce in urging on the Government the importance of declaring the policy it intends to pursue for the remedy of this evil, and pray that the policy of a temporary suspension of the compulsory coinage of silver may receive the early consideration of Government.

The memorialists further express great satisfaction at the desire manifested by the Government to encourage local manufactures, and suggest a relaxation of the Rules against the purchase of imported stores for the Government, in India.

Read—

The Report by the Select Committee of the House of Commons on Depreciation of Silver with the Proceedings of the Committee, ordered by the House of Commons to be printed on the 5th July 1876.

OBSERVATIONS.—The Government of India has been, for many months past, anxiously engaged in investigating the causes of the present depression of silver relatively to gold, and its effects upon the financial, commercial, and social interests of this Empire.

2. For 40 years before 1873 the price of silver in London was never less than 59d., and for 22 years, never less than 60d. per ounce. From 1872 to 1875 the price fell to nearly 56d. Since then it has fallen, with alarming rapidity; the price of silver having been, at one time, quoted at 46d. per ounce. There has, indeed, been a subsequent reaction; but, although the price of silver lately rose to 54d., it has again, declined; nor can any term be, as yet, predicted to the continued oscillation in the relative values of the precious metals.

3. A fall so sudden, and so prolonged, in the price of the metal forming the legal tender of this Empire could not fail to effect injuriously its monetary transactions with England. The Government of India has to pay, in London, annually, in gold, about fifteen millions sterling. The

greater part of this yearly charge is unavoidable, and permanent. The interest, for instance, on the sterling debt of India, and on the capital of the Guaranteed Railway and Irrigation Companies (amounting altogether to about 7 millions sterling) ; the pensions and annuities to retired officers of the Government, both civil and military, and their families (about 2¾ millions sterling) ; that portion of the military expenditure which consists of pay and allowances ; and most of the disbursements from the Home Treasury ;—are all fixed by contract or honourable obligation, and cannot be reduced at discretion. Any divergence of the normal relative values of gold and silver must therefore have a most important bearing on the finances of the Indian Empire ; and should such divergence be prolonged for any considerable length of time, it would be incumbent on the Government either to raise its Revenue, or to reduce its Expenditure, or to resort to both these expedients, in order to restore financial equilibrium.

4. In common with the Government, its chief civil and military officers, who, being of British birth, are under the necessity of remitting some considerable part of their earnings to their native land, must suffer heavily, their official incomes being fixed in silver, for a given quantity of which they will get a less quantity of gold. Moreover, all persons of the same nationality, who have placed their savings in the securities of the Government of India, or have invested capital in local industries, lie under a similar obligation to transmit a large portion of their profits to Great Britain, and are exposed to the same substantial loss. The Government cannot be indifferent to the interests of these classes. Nor are theirs the only interests affected : the violent fluctuation in the rate of exchange has had a baneful and disturbing effect upon commerce ; while the fall in silver, as compared with gold, has seriously checked and depressed the import trade. It is true that whenever an equilibrium may be reached, the exigencies of commerce will adapt themselves to any new ratio of value between the two metals ; but it may be long before a stable adjustment of relative value is again attained, and meanwhile the mercantile world must suffer.

5. Such being the magnitude of the evil, and such the extent and variety of the interests involved, the Bengal

Chamber of Commerce and the Trades' Association of Calcutta were, without doubt, fully warranted in addressing the Governor General in Council on the subject, and in urging the adoption of measures which, in their opinion, are calculated to remove, or alleviate, the misfortune. The Governor General in Council deems it due to these Associations, and to the public at large, that, after careful consideration of the proposals thus put forward, the Government should make known the reasons which have convinced it that none of them can at the present moment be adopted without inflicting on the country greater evils than those which they are designed to remedy.

6. The present disturbance in the equilibrium of the precious metals must be due to one of the following causes:—

(1) *the value of gold being unchanged, the value of silver is fallen;*

or (2) *the value of silver being unchanged, the value of gold is risen;*

or (3) *the value of gold is risen, and the value of silver is fallen;*

or (4) *the value of both metals is risen; but the value of gold is risen more than that of silver;*

or (5) *the value of both metals is fallen; but the value of silver is fallen more than that of gold.*

The character of the remedies indicated if the disturbance is found to be due to a rise in the value of gold, will, obviously, differ from what would be suitable in the case of a fall in the value of silver; and to enable the Government to choose the right course among those open to its adoption, it is essential that it should ascertain which of these five possible causes of the disorder is the true cause. Should this be impossible, the Government must either defer action, or, if action cannot be deferred, take that course which, according to its best judgment, will do the least harm to the whole body politic, and produce the least injustice.

7. Now, the proposals of the Bengal Chamber of Commerce and the Calcutta Trades' Association, as well as nearly all the suggestions which have been made in the public journals on this subject, start from the assumption that, of the five possible causes of the present disorder, either the

first is certainly the true cause, viz., that the value of silver has fallen, the value of gold remaining unaltered; or that, in any case, the disorder is directly attributable to the altered value of silver, irrespective of any change that may have simultaneously occurred in the value of gold.

8. Accordingly, the Chamber invite the Government to take a measure calculated to enhance indefinitely the value of the rupee, by suspending the long-established legal right of all comers to have silver bullion manufactured, upon uniform conditions, under State supervision, into legal-tender coin, and temporarily substituting a system of coinage at the discretion of the State. It is obvious that the effect of such a measure must eventually be a fall in prices; which, as prices have not hitherto risen, would be an unjustifiable interference with private interests.

9. Silver is, at present, as it has long been, the legal standard of value in India. The first condition necessary for constituting and maintaining any metal a standard of value, is what the Committee designate, with some apparent disapproval, as "the open coinage system." If restriction be put, in any country, upon the coinage of a metal, the value of the metal ceases, *ipso facto*, to be the standard of value in that country. Thus, if the Government of India were to adopt the suggestion of the Chamber, silver would no longer be the standard of value in India, but another standard would be substituted, viz., the monopoly value of the existing stock of rupees, tempered by any additions made to it either by the Government, or in an illicit manner. If no such additions were made, the value of the rupee would gradually, but surely, rise; just as the value of any commodity in general use, must rise if its supply be cut off.

10. Under such conditions there can be no doubt that the mint-stamp of the Government would give "an artificial" (though not a "fictitious") value to every disc of silver on which it was impressed, just as it does in the case of any token or subsidiary coin, or as the signature of the representative of Government does to a currency note. But the Government of India is unable to agree with the Chamber that, so long as silver is freely coined, on uniform conditions, for all comers, the mint-stamp gives any artificial or fictitious value to the pieces which are thus converted into rupees; except in so far as the cost of manufacture, including the duty of

seignorage, causes their value to differ from that of an equal weight of standard silver. The stamp of the mint certifies to the weight and purity of the silver contained in each disc on which it is impressed, and so saves the labour and cost of weighing and assaying the coin each time it changes hands; but, except by adding to it the cost of the process of coinage, including the duty of seignorage, it has no effect whatever upon the value of the disc, any more than have the shroffs' marks upon coins, still common in some parts of India.

11. It is essential to a sound system of currency that it be automatic. No man, or body of men, can ascertain whether, at any particular moment, the interests of the community, as a whole, require an increase or diminution of the currency; still less, how much increase or how much decrease is, at any moment, exactly needed. No Government which aspires to keep its currency in a sound condition, would be justified in attempting that impossible task; or in leaving the community, even for a short interval, without a fixed metallic standard of value. Under an "open coinage system," these things regulate themselves without official interference.

12. The Chamber has, apparently, misunderstood the action of the various European States, quoted in support of its Resolution. No European States, so far as the Government of India is aware, except indeed those with inconvertible paper currencies, have, in abandoning a silver standard of value, left themselves without a fixed metallic standard. All those States which have recently abandoned silver as a standard, have simultaneously adopted a gold standard. When Germany ceased to coin silver, she opened her mints to gold. So did the Netherlands. So did the Scandinavian Kingdoms. The case of the countries associated under the name of the Latin Convention is not different in principle: their standard was alternative; either silver or gold, according as gold was worth more or less than 15½ times its weight in silver. These countries have, now, suspended the free coinage of silver, and so reverted, for the time being, to a sole gold standard: but none of them, except those whose currency is inconvertible paper, have been for a day without a fixed metallic standard of value.

13. It remains for the Governor General in Council to notice the argument urged by the Chamber of Commerce, that the extent to which bar silver is depreciated can only

be gauged if the Government of India ceases to coin silver for all comers; and that it is impossible to say how much its value is appreciated by the present "open coinage system."

14. The value of every commodity—of gold and silver as much as of others—depends, on the one hand, upon the supply; on the other, upon the demand for the commodity, and that, again, upon the uses made of it. The principal demand for the precious metals is for manufacture into money for use as instruments of exchange and for hoarding. If either gold, or silver, or both, were wholly deprived of this field of employment, it is impossible to say how low the value of either metal, or of both of them, would sink. The Government of India is not aware that any commodity has an "intrinsic value of its own," apart from the demand for its use.

15. The main cause of the recent divergence of the values of gold and silver appears, from the evidence collected on the subject, to be the substitution of gold for silver as the standard of value, and, therefore, as legal-tender money, by several European nations; and there is no reason to doubt that if gold were substituted for silver as the standard of value, and, so, as the material of money, or even if the free coinage of silver on fixed conditions, into legal-tender money were suspended in British India, the effect upon the relative values of the two metals would be very considerable. But no practical object would be served by endeavouring to ascertain what would be the relative values of the two metals under conditions so widely differing from those which govern the present situation.

16. The Governor General in Council observes that the Committee of the Bengal Chamber of Commerce, when asking the Government of India to close Her Majesty's mints to the free coinage of silver into legal-tender money, would have advised the simultaneous adoption of gold as the sole standard of value in India; but that the Chamber was not prepared to adopt the suggestion. Such a recommendation would not have been open to the objections that appear to the Governor General in Council fatal, *in limine*, to the adoption of the Resolution actually advocated by the Chamber, viz., to close the mints, temporarily, to the free coinage of the one metal into legal-tender money, without,

simultaneously, opening them to the free coinage of the other into legal-tender money.

17. It is, however, the opinion of His Excellency in Council that there is nothing, as yet, in the nature of existing circumstances, notwithstanding the inconveniences and anxieties which they undoubtedly involve, demanding recourse to a measure so costly, and of which all the requisite conditions are, at present, so uncertain.

18. The divergence now noticeable in the values of gold and silver does not necessarily prove a diminution in the value of silver. It may be equally well accounted for by a rise in the value of gold; and, in fact, it is probable that, since the commencement of this divergence in November 1872, there has been an increase in the value of gold as well as a decrease in the value of silver. The actual values, measured in silver, of general commodities, whether in India or in England, afford, as yet, no evidence of any recent, sudden, or violent fall in the value of silver; and, if *a priori* considerations strongly indicate that silver must have fallen, such considerations also make it probable that gold must have risen, in value.

19. Appended to this Resolution is a series of tables of prices in London and in India, the information contained in which points to two conclusions—

1st.—That gold has risen in value since March 1873, and especially since last December.

2nd.—That it is not shown that silver has fallen in value, *i. e.*, as compared with commodities in general, either in London or in India, during the same period.

These conclusions are open to correction on a wider review of the economical causes which have been at work during the period: but they appear to indicate a rise in the value of gold as at least one of the causes which have disturbed the equilibrium of the two metals. The bearing of both conclusions upon the questions now before the Government of India is important.

20. It appears to the Governor General in Council, from studying the Report of the Select Committee of the House Commons, and from such independent investigations as he

has been able to make, that the recent divergence of the values of gold and silver is attributable to the following causes :—

(1) the substitution of gold for silver as a standard of value by Germany, the Netherlands, and the Scandinavian Kingdoms ; as well as what virtually amounts to the temporary adoption of a sole gold standard in place of their customary alternative standard of silver and gold, by the Countries of the Latin Convention :

(2) the increased production of silver in the United States of America :

(3) the decreased demand for silver in India.

Of these three causes, the first appears to the Government of India to have been up to the present time, the most efficient.

21. The steady equilibrium so long maintained between gold and silver may, doubtless, be attributed to the fact of the two metals having shared, without material change, the only great field for the employment of either of them. This equilibrium has been disturbed by the recent rapid supersession of silver by gold, as the standard of value, in the richer countries in Europe ; a fact calculated, *a priori*, to raise the value of gold no less than to depress the value of silver.

22. As to the second cause, viz., the recent increased yield of silver in the United States of America ; the Governor General in Council observes that, hitherto, this is chiefly due to the productiveness of one lode—the famous Comstock lode in Nevada—the ore of which yields gold and silver in nearly equal values, one-twentieth part of the produce being gold. The contents of the lode, though vast, are yet limited. The largest responsible estimate hitherto made gives the ultimate yield of the entire lode at about £60,000,000, of which the silver portion would be somewhat above £30,000,000. From various causes, but little of the increased produce has hitherto been offered for sale in Europe : and, excepting in the way of (a perhaps exaggerated) apprehension as to their future productiveness, the American mines have not probably, as yet, had any important share in reducing the value of silver measured in gold. It is also to be remembered that the cost of production in these rich

mines will not rule the market price of silver: the price will be regulated by the expense of production in the poorest mines which the demand for silver keeps in working: the difference will go as profit to the owners, and will not affect the market price. If the event should prove that the price of silver is for the future lowered, then in proportion to such fall, the poorer mines will be closed, and the production of silver to that extent diminished.

23. As regards the third cause, viz., the decreased demand for silver in India, the subjoined table shows (in crores of rupees) the net imports of treasure into India, by sea, since the beginning of the century :—

	From	To	Number of Years.	Net Imports.			Average Yearly Imports.		
				Gold.	Silver	Total.	Gold.	Silver	Total.
I.	1st May ... 1800	30th April ... 1835	35	...	...	75·11*	...	...	2·15*
II.	,, ... 1835	,, ... 1850	15	8·19	23·94	32 13	·55	1·59	2·14
III.	,, ... 1850	,, ... 1855	5	5·39	11·92	17·31	1·08	2·38	3·46
IV.	,, ... 1855	,, ... 1866	11	56·82	118·87	175·69	5·16	10·81	15 97
V.	,, ... 1866	31st March ... 1872	6	25·05	35 93	60·98	4·17	5·99	10·16
VI.	1st April... 1872	,, ... 1876	4	7·35	9·35	16·70	1·83	2·34	4 17
		Total ..	76	...	...	377·93	...	...	4·97

	From	To	Number of Years.	Proportion per cent. of Gold to total Imports.	Borrowed, including Guaranteed Railway Capital.		
					England.	India.	Total.
I.	1st May ... 1800	30th April ... 1835	35	...	2·41	22·76	25·17
II.	,, ... 1835	,, ... 1850	15	25·49	·78	11· 4	11·82
III.	,, ... 1850	,, ... 1855	5	31·12	5·27	—2·04	3·23
IV.	,, ... 1855	,, ... 1866	11	32·34	76·93	20·86	97·79
V.	,, ... 1866	31st March ... 1872	6	41·08	46·34	5.15	51·49
VI.	1st April ... 1872	,, ... 1876	4	44·01	8·59	4·79	13·38
		Total ...	76	...	140·32	62·56	202·88

* These figures are only approximately correct; their distribution between gold and silver cannot at present be stated.

24. During the third of the periods separated in this

table, the Crimean War transferred from Russia to India a substantial demand for oil-seeds and fibres.

During the fourth period, large sums of money were borrowed in England for the repression of the Indian Mutiny, and the American Civil War vastly enhanced the value of the raw cotton of India; this enhancement was not exhausted during the fifth period. The circumstances of these two periods were altogether abnormal.

Even during the sixth period, a considerable amount was borrowed abroad to relieve the distress arising from the failure of the rains of 1873 in Northern Bengal.

During the whole epoch from 1850 to 1876, there was a very large expenditure of capital, borrowed for the most part, directly or indirectly, in England, on the construction of Railways and Canals in India.

25. It is clear that, throughout the last 26 years, exceptional causes have operated to increase the amount of treasure required to settle the accounts of India with external countries. Under normal circumstances, the yearly demand of India for treasure has never been very considerable: moreover, a large and, till lately, increasing proportion of the treasure imported has always been gold. Doubtless, if the abnormal demand of the 17 years, 1855 to 1872, had been permanently maintained, it would have favourably affected the value of the precious metals; but it is not certain that even such a demand would have greatly raised the value of silver relatively to gold; and its recurrence can only be anticipated if money should again be borrowed largely from abroad either by the Government or otherwise. Apart, however, from other considerations which suggest the inexpediency of adding to the existing debt of India, the Governor General in Council is of opinion that the uncertainty as to the future relative value of silver and gold renders it highly inexpedient that, for the present, any public loan should be incurred, implying future obligations to be discharged in gold: if money be needed by the State, for the prosecution of Extraordinary Works, it must be borrowed in India, and in the currency of India.

26. With such facts before them, the Government of India apprehend that if loans be no longer raised in England, the excess of the export over the import trade of India

will not more than suffice to meet the obligations arising from the Secretary of State's demands and those of private remitters; and there consequently appears no reason to expect that India (as the Chamber anticipate) will be flooded with depreciated silver.

27. On a review of all that has been advanced, the Governor General in Council, while deeply sympathising with the losses of individuals, and the disturbance of trade caused by the fall in the exchange value of the Indian currency, is still unable to recognise any of the proposals which have been put forth as calculated to afford relief without inflicting on the country losses greater than those under which it at present labours. Nevertheless, the anxious solicitude of the Government of India will continue to be directed to the subject, and to the consideration of any suggestions designed to ameliorate the existing evil.

28. The investigations prosecuted up to the present moment, have led the Government to the following conclusions:—

1stly.—That the divergence of the values of gold and silver is not necessarily attributable only to a diminution in the value of silver; that there are strong reasons for believing that gold may have increased, as well as that silver has decreased, in value; and that this consideration must have an important bearing on the action of Government, in reference to the present disorder.

2ndly.—That, although it is most desirable in the interests of trade, that the standard of value in India should be the same as the standard of value in the chief countries with which India interchanges commodities, yet trade will not be permanently injured by a fall in the value of the rupee measured in gold, provided only that a fresh stable equilibrium of the precious metals be attained.

3rdly.—That up to the present moment, there is no sufficient ground for interfering with the standard of value.

29. The Governor General in Council has, consequently,

by the Resolution No. 1967, dated 31st July 1876, and now read again, already taken other steps for endeavouring to bring the revenue and expenditure of the current year into equilibrium. Nothing has occurred, since the issue of that Resolution, materially to lessen the apprehensions, or alter the opinions, therein expressed by His Excellency in Council.

30. Meanwhile, it is important that the Government should continue to use the resources at the disposal of the State for the development of the trade and productions of India. The Governor General in Council does not, therefore, intend to discontinue borrowing, for the construction of public works the remunerative character of which is thoroughly established, as much money as can be judiciously expended on them; provided always that money can be raised for the purpose on advantageous terms in the country itself. There are, in the judgment of the Governor General in Council, grave objections to any present increase of the liabilities of India fixed in gold.

31. The suggestion in the memorial from the Calcutta Trades' Association, as to the purchase of stores for Government use in India, rather than in England, has already received, and will continue to receive, the attention of the Government, both in England and in India. But, whatever the condition of the exchanges, there are various other circumstances which must, in the opinion of the Government of India, be taken into consideration in the determination of this question.

32. In conclusion, the Government desires to correct an important misapprehension manifested in the letter from the Chamber of Commerce, dated 22nd July 1876. The Rs. 2,33,20,000 provided in the estimates of the current year under the adjusting head, *Loss by Exchange*, was covered by the estimated Revenue of the year; credit was not taken for any borrowed money as if it were revenue: nor will the excess amount, borrowed during the year by the Secretary of State, be treated as Revenue, or set against the ordinary Expenditure of the year.

ORDERED, that this Resolution be communicated to the Bengal Chamber of Commerce and the Calcutta Trades'

Association, and to the Bombay and Madras Chambers of Commerce;

that copy be sent to each Department of the Government of India, and each Local Government and Administration;

and that it be published in a *Gazette of India Extraordinary*.

Secretary to the Government of India.

TABLE No. 1.

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, and assuming the price of each commodity in that month as=100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1843.	January 1844.	July 1844.	January 1845.	July 1845.	January 1846.
IMPORTS.						
Mule Twist, No. 40	106	102	98	102	118	128
„ Turkey Red ...	115	...	117	125	...	127
„ Orange Dye ...	...	110	117	90	97	...
Copper, Sheathing	101	99	97	96	99	...
„ Braziers	104	102	...	98	101	102
Iron	92	87	105	85	125	140
Spelter	201	198	159	150	148	153
Gold*	100·8	100·4	100·4	...	...	...
Sovereigns, English	...	100·1	...	108·2	...	108·5
EXPORTS.						
Hides, Buffalo	...	124	137	...	134	127
„ Cow	...	110	148	152	145	...
Indigo, Good	136	96	...	116	...	112
Jute, Serajgung...	...	98	89	82	77	87
Lac Dye	71	86	90	79	114	...
Shell lac...	130	...	122	130	...	120
Sugar, Benares	136	142	130	136	145	155
Silk, Raw—						
Cossimbazar	125	121	145	128	117	126
Gonatea	117	109	136	127	121	...
Jungypoor	124	113	144	127	120	127
Hurripal	115	108	127	117	113	...
Radhanagar	111	118	138	123	120	122
Linseed	76	65	63	65	75	83
Rice—						
Ballam	119	126	121	137	147	163
Moonghy	139	128	130	139	155	189

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the Current year.]

	July 1846.	January 1847.	July 1847.	January 1848.	July 1848.	January 1849.
IMPORTS.						
Mule Twist, No. 40	96	104	103	102	...	108
„ Turkey Red	110	107	105	100	105	100
„ Orange Dye	90	...	97	...	...	100
Copper, Sheathing	93	106	105	118	110	109
„ Braziers	95	108	...	113	112	111
Iron	107	125	145	150	130	*N.*
Spelter	116	126	141	146	129	103
Gold*	...	98·9	99·6	100·8	99·8	100
Sovereigns, English	...	107·6	...	110·1	...	108·5
EXPORTS.						
Hides, Buffalo	115	112	...	98	...	93
„ Cow	119	123	123	113	...	...
Indigo, Good	100	109	104	96	92	...
Jute, Serajgung...	89	100	96	108	89	102
Lac Dye	93	86	107	...	100	93
Shell lac	113	...	109	...	100	...
Sugar, Benares...	122	...	113	108	101	96
Silk, Raw—						
Cossimbazar	108	99	105	98	101	95
Gonatea	106	93	95	92	88	...
Jungypoor	110	*N.*	...	...	...	...
Hurripal	106	94	...	91	93	89
Radhanagar	106	99	...	94	96	93
Linseed	73	71	69	67	...	71
Rice—						
Ballam...	142	137	132	100	105	132
Moonghy	152	155	139	100	111	105

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Tabe and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1849.	January 1850.	July 1850.	January 1851.	July 1851.	January 1852.
IMPORTS.						
Mule Twist, No. 40	102	100	104	110	...	98
„ Turkey Red ...	97	100	112	120	125	90
„ Orange Dye ...	...	100	103	97	...	90
Copper, Sheathing	114	100	96	89	90	83
„ Braziers	115	100	96	93	91	87
Iron	...	100	92	85	90	72
Spelter	118	100	94	90	86	76
Gold*	...	100	99·8	96·9	97·9	98·3
Sovereigns, English	...	100	...	99·5	...	100·1
EXPORTS.						
Hides, Buffalo	98	100	102	...	104	97
„ Cow	116	100	129	...	...	124
Indigo, Good	96	100	...	131	...	84
Jute, Serajgung...	93	100	...	105	102	87
Lac Dye	...	100	107	...	99	96
Shell lac...	98	100	113	109	...	106
Sugar, Benares	106	100	92	104	...	90
Silk, Raw—						
Cossimbazar	96	100	127	137	142	116
Gonatea	89	100	115	132	144	117
Jungypoor	84	100	113	141	138	111
Hurripal	94	100	107	120	123	...
Radhanagar	...	100	106	115	125	106
Linseed	73	100	73	...	75	49
Rice—						
Ballam	89	100	105	121	132	142
Moonghy	89	100	105	113	122	139

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1852.	January 1853.	July 1853.	January 1854.	July 1854	January 1855.
IMPORTS.						
Mule Twist, No. 40	96	106	100	104	...	...
„ Turkey Red ...	...	102	110	112	111	113
„ Orange Dye ...	83	97	93	90	...	81
Copper, Sheathing	92	108	113	127	137	153
„ Braziers	89	116	118	129	133	149
Iron	105	115	135	150	195	160
Spelter	79	111	127	157	171	152
Gold*	98·9	97·3	97·1	96·7	97·5	96·9
Sovereigns, English	...	98·5	...	98·9	...	99·4
EXPORTS.						
Hides, Buffalo	100	...	102	104	115	137
„ Cow	121	126	...	127	135	148
Indigo, Good	112	140	132	*N.*	140	*N.*
Jute, Serajgung	88	111	147	140	187	129
Lac Dye	107	103	96	103	100	93
Shell lac	109	...	106	115	104	109
Sugar, Benares	84	96	107	101	81	*N.*
Silk Raw—						
Cossimbazar	140	...	161	163	155	143
Gonatea	109	115	128	133	108	100
Jungypoor...	163	*N.*	...	...	...	...
Hurripal	106	113	118	127	128	101
Radhanagar	122	110	120	128	102	93
Linseed	84	90	85	93	102	110
Rice—						
Ballam	138	129	138	147	138	142
Moonghy...	133	119	130	141	135	133

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1855.	January 1856.	July 1856.	January 1857.	July 1857.	January 1858.
IMPORTS.						
Mule Twist, No. 40	102	96	102	104	120	150
„ Turkey Red ...	111	...	...	110	111	110
„ Orange Dye ...	79	81	...	84	86	97
Copper, Sheathing	182	149	134	...	124	122
„ Braziers	...	...	140	141	133	144
Iron	177	185	145	167	145	155
Spelter	167	174	173	178	...	..
Gold*	...	97·5	98·5	96·0	96·5	97·1
Sovereigns, English	...	97·9	...	97·8	...	99·1
EXPORTS.						
Hides, Buffalo	139	159	195	212	292	*N.*
„ Cow	129	139	145	153	193	*N.*
Indigo, Good	...	149	144	173	*N.*	...
Jute, Serajgung	111	116	113	156	187	124
Lac Dye	89	*N.*	94	99	96	*N.*
Shell lac	104	113	126	148	156	*N.*
Sugar, Benares	81	107	100	122	165	162
Silk Raw—						
Cossimbazar	140	...	169	187	280	*N.*
Gonatea	*N.*	91	127	*N.*	...	...
Jungypoor	...	...	...	...	...	...
Hurripal	96	99	...	132	169	248
Radhanagar	86	...	*N.*	...	...	...
Linseed	...	159	108	135	...	114
Rice—						
Ballam	153	142	147	...	179	168
Moonghy	150	161	150	163	*N.*	183

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1858.	January 1859.	July 1859.	January 1860.	July 1860.	January 1861.
IMPORTS.						
Mule, Twist No. 40	120	138	140	126	128	118
„ Turkey Red ...	115	120	140	125	127	122
„ Orange Dye ...	84	93	...	100	...	...
Copper, Sheathing	117	115	118	124	...	115
„ Braziers	131	126	120	129	127	117
Iron	135	150	...	130	122	110
Spelter	174	...	161	137	135	116
Gold*	97·3	96·4	95·2	95·8	97·1	97·3
Sovereigns, English	...	98·2	100·9	99·1	100·3	99·7
EXPORTS.						
Hides, Buffalo	207	268	244	268	232	244
„ Cow...	...	177	181	...	177	148
Indigo, Good	...	190	...	196	*N.*	192
Jute, Serajgung	151	*N.*	151	147	156	142
Lac Dye...	...	96	100	107	111	93
Shell lac	200	226	235	370	478	565
Sugar Benares	125	132	117	124	*N.*	128
Silk Raw—						
Cossimbazar	...	193	150	236	234	210
Gonatea	...	200	206	212	*N.*	...
Jungypoor	...	163	146	214	..	177
Hurripal...	*N.*	...	...	214	*N.*	...
Radhanagar	...	211	218	205	256	230
Linseed	135	...	120	114	110	118
Rice—						
Ballum	200	232	205	221	216	137
Moonghy...	211	*N.*	...	214	*N.*	111

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market

TABLE No 1.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1861.	January 1862	July 1862.	January 1863	July 1863.	January 1864.
IMPORTS.						
Mule Twist, No. 40	127	138	156	216	300	336
„ Turkey Red ...	130	125	...	155	150	200
„ Orange Dye ...	97	100	117	133	172	228
Copper, Sheathing	117	115	113	...	112	...
„ Braziers	116	114	111	113	...	115
Iron	127	115	105	107	102	112
Spelter	109	111	109	112	106	103
Gold*	99·2	96·9	97·7	96·7	97·5	95·6
Sovereigns, English	96·6	99·7	98·8	99·4	98·5	97·9
EXPORTS.						
Hides, Buffalo	220	207	...	...	220	...
„ Cow	...	165	148	...	155	...
Indigo, Good	*N.*	236	*N.*	208	...	168
Jute, Serajgung	...	129	149	173	213	222
Lac Dye	99	100	90	...	93	...
Shell lac	391	426	448	487	443	448
Sugar, Benares	107	128	*N.*	139	120	122
Silk Raw—						
Cossimbazar	204	*N.*	204	*N.*	204	187
Gonatea	...	...	233	*N.*	...	206
Jungypoor	183	169	192	*N.*	192	158
Hurripal	...	...	146	141	177	*N.*
Radhanagar	*N.*	192	237	237	230	205
Linseed	...	120	127	122	143	127
Rice—						
Ballam	158	147	142	132	147	153
Moonghy	*N.*	158	...	128	152	169

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, and assuming the price of each commodity in that month as=100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1864.	January 1865.	July 1865.	January 1866.	July 1866.	January 1867.
IMPORTS.						
Mule Twist, No. 40	312	...	216	276	216	198
,, Turkey Red ...	...	197	180	205	160	155
,, Orange Dye ...	202	197	248	148	131	...
Copper, Sheathing	119	107	97	101	97	104
,, Braziers	121	104	99	104	99	109
Iron	120	102	115	135	...	145
Spelter	113	96	89	101	112	205
Gold*	97·4	96·9	98·3	96·7	...	98·5
Sovereigns, English	98·2	97·3	97·1	99·7	...	99·1
EXPORTS.						
Hides, Buffalo	232	*Nil.*	182	220	175	183
,, Cow	168	148	145	155	135	126
Indigo, Good ...	*N.*	192	*N.*	196	*N.*	190
Jute, Serajgung	231	169	...	231	187	173
Lac Dye	91	86	...	97	93	97
Shell lac	391	*N.*	213	287	209	226
Sugar, Benares	...	128	122	139	136	145
Silk Raw—						
Cossimbazar	193	210	280	292	215	286
Gonatea	...	230	315	309	273	297
Jungypoor	169	175	265	236	203	218
Hurripal...	...	...	...	...	...	...
Radhanagar	211	173	320	307	256	313
Linseed ... ... -	145	131	137	167	150	155
Rice—					Famine.	
Ballam	216	221	242	253	421	263
Moonghy	*N.*	244	*N.*	272	*N.*	267

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1867.	January 1868.	July 1868.	January 1869.	July 1869.	January 1870.
IMPORTS.						
Mule Twist, No. 40	192	134	152	156	175	...
„ Turkey Red ...	150	125	140	130	150	147
„ Orange Dye ...	117	103	117	69	103	103
Copper, Sheathing	95	94	91	93	90	87
„ Braziers	97	95	94	99	92	89
Iron	...	130	107	102	110	112
Spelter	188	161	123	135	111	109
Gold*	98·8	98·5	98·9	98·5	99·1	98·3
Sovereigns, English	102·1	...	103·9	99·4	100·9	100·6
EXPORTS.						
Hides, Buffalo	195	198	214	244	251	244
„ Cow	...	112	...	152	145	158
Indigo, Good	*N.*	208	*N.*	228	*N.*	254
Jute, Serajgung	178	149	171	160	178	180
Lac Dye	101	111	121	126	116	121
Shell lac	213	230	213	278	235	261
Sugar, Benares	128	139	130	128	125	145
Silk, Raw—						
Cossimbazar	274	217	315	304	292	...
Gomutea	306	279	333	315	291	303
Jungypoor	253	236	299	287	218	259
Hurripal	...	...	...	...	...	...
Radhanagar	326	294	339	333	...	313
Linseed	151	147	151	159	157	155
Rice—						
Ballam	211	168	184	221	*N.*	168
Moonghy	*N.*	172	*N.*	222	244	178

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Continued.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1870.	January 1871.	July 1871.	January 1872.	July 1872.	January 1873.
IMPORTS.						
Mule Twist, No. 40	164	126	144	...	162	...
,, Turkey Red ...	145	135	...	130	140	135
Orange Dye	110	97	100	98	103	100
Copper, Sheathing	83	...	85	92	116	102
,, Braziers	84	85	84	93	115	105
Iron	115	112	120	126	167	147
Spelter	106	97	101	94	116	96
Gold*	96·4	98·5	...	97·7	99·2	99·6
Sovereigns, English	102·1	101·8	104·5	101·5	...	...
EXPORTS.						
Hides, Buffalo	256	244	232	237	293	...
,, Cow...	...	177	...	206	187	200
Indigo, Good	*N.*	236	*N.*	266	*N.*	202
Jute, Serajgung	235	227	222	213	231	142
Lac Dye...	...	104	107	96	93	79
Shell lac	248	413	435	...	461	543
Sugar, Benares	136	...	133	130	*N.*	...
Silk, Raw—						
Cossimbazar	324	286	257	239	280	247
Gonatea	333	297	267	248	291	279
Jungypoor	299	236	225	...	259	248
Hurripal	...	...	..	...	...	...
Radhanagar	352	307	269	362	301	307
Linseed	157	149	143	147	163	157
Rice—						
Pallam	216	184	...	189	153	184
Moonghy	*N.*	189	194	200	167	222

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. I.—*Concluded.*

Wholesale prices (i.e., values measured in Silver) at Calcutta of certain staple commodities compared with prices in January 1850, *and assuming the price of each commodity in that month as* = 100.

FROM JULY 1843 TO JULY 1876.

[NOTE.—The prices in this Table and Table No. II. are those quoted in the Calcutta Overland Price Current. They show a general rise in prices, in other words, a fall in the value of silver since 1850; but no general rise in prices, in other words, no rise in the value of silver, since 1873, or even during the current year.]

	July 1873.	January 1874.	July 1874.	January 1875.	July 1875.	January 1876.	July 1876.
IMPORTS.							
Mule Twist, No. 40 ...	152	146	144	140	136	138	130
„ Turkey Red...	145	150	130	135	130	120	117
„ Orange Dye ...	117	103	97	98	90	83	91
Copper, Sheathing ...	110	115	108	115	110	111	...
„ Braziers ...	110	116	115	119	112	113	115
Iron	200	210	175	167	145	137	132
Spelter	103	106	105	118	128	144	147
Gold*	100·6	100·8	102·6	103·1	106·6	108·9	127·1
Sovereigns, English ...	102·4	103·7	...	105·7	107·0	...	117·9
EXPORTS.							
Hides, Buffalo ...	275	280	268	244	237	220	190
„ Cow	206	230	206	219	161	171	161
Indigo, Good	*N.*	240	*N.*	228	*N.*	192	*N.*
Jute, Serajgung ...	137	249	222	204	164	200	191
Lac Dye	74	64	43	57	...	43	44
Shell lac	591	722	852	939	826	539	313
Sugar, Benares ...	130	180	122	...	...	...	116
Silk, Raw—							
Cossimbazar ...	245	...	187	169	146	140	222
Gonatea	254	...	194	176	151	145	230
Jungypoor	208	214	175	147	135	124	186
Hurripal	...	...	...	...	...	...	...
Radhanagar ...	256	269	205	186	160	141	243
Linseed	153	167	151	158	132	131	133
Rice—							
Ballam	178	279	...	247	...	211	210
Moonghy	277	300	344	*N.*	300	222	*N.*

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 as = 100.

	1873.				
	March.	June.	July.	September.	December.
IMPORTS.					
Grey Shirtings (8¼ lbs.)...	100	99	...	97	93
Mule Twist, white, good, No. 40 ...	100	97	99	90	96
„ Turkey red, No. 40-12 lbs...	100	104	112	108	115
„ Orange, Nos. 40-60 ...	100	113	...	110	107
Copper, Sheathing	100	101	99	97	102
„ Braziers	100	...	97	96	102
„ Australian	100	106	110	100	109
Iron, flat, bolt, bar and square... ...	100	109	111	112	115
Spelter, hard	100	105	...	...	114
Gold, Australian, 23 carats fine ...	100	100·37	100·74	...	101·87
Gold*	100	100·74	100·63	101·06	103·04
EXPORTS.					
Hides, buffalo, slaughtered, Patna ...	100	97	94	...	92
„ cow, slaughtered	100	...	94	100	...
Indigo, good	100	Nom	...	...	110
Jute, picked	100	97	...	119	144
„ ordinary	100	81	...	103	129
Lac dye, fine	100	95	...	...	87
„ middling	100	89	...	40	78
Shell lac, fine orange	100	112	115	127	129
„ middling	100	113	116	131	127
Linseed, fine, bold, clean	100	102	105	108	111
Rice, moonghy	100	97	139	108	150
„ ballam	100	101	100	...	165
Saltpetre, 2-4 per cent. refraction ...	100	94	...	95	91
Silk, raw, Cossimbazar	100	89	93	84	80
„ Gouatea	100	91	95	86	82
„ Jungypoor	100	90	88	81	79
„ Rudhanagar	100	87	...	78	76
„ Surdahs	100	87	92	83	79
Sugar, Benares	100	...	94	...	...
„ date, Gurpatta	100	97	87	82	...
„ Dulloah	100	96	86	100	...
Tea, Fine Pekoe	100	109	126	123	...
„ Good Souchong	100	114	...	...	...
„ Congou	100	112	125	...	119
Wheat, Doodiah	100	94	...	107	115

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 *as* = 100.

	1874.			
	March.	June.	September.	December.
IMPORTS.				
Grey Shirtings (8¼ lbs.)	...	97	87	84
Mule Twist, white, good, No. 40 ...	95	92	90	91
„ Turkey red, No. 40-12 lbs.	112	106	104	...
„ Orange, Nos. 40-60 ...	102	95	90	93
Copper, Sheathing	100	95	...	100
„ Braziers	98	95	97	100
„ Australian	115	106	101	106
Iron, flat, bolt, bar and square ...	122	108	100	89
Spelter, hard	100	105	114	118
Gold, Australian, 23 carats fine ...	98·88	100·37	100·	100·37
Gold*	102·79	101·27	103·57	104·37
EXPORTS.				
Hides, buffalo, slaughtered, Patna ...	96	...	92	88
„ cow, slaughtered	106	100	...	...
Indigo, good	Nom	...	...	...
Jute, picked	137	144	...	137
„ ordinary	123	129	...	123
Lac dye, fine	Nom	55	...	60
„ middling	Nom	33	...	...
Shell lac, fine orange	149	161	166	183
„ middling	149	155	173	187
Linseed, fine, bold clean	123	103	106	110
Rice, moonghy	153	161	Nom	...
„ ballam	153	167	...	153
Saltpetre, 2·4 per cent. refraction ...	81	80	86	83
Silk, raw, Cossimbazar	89	80	60	58
„ Gonatea	91	82	52	59
„ Jungypoor	86	81	59	...
„ Radhanagar	87	76	59	56
„ Surdahs	87	83	58	56
Sugar, Benares...	87	...	...	...
„ date, Gurpatta	77	...	...	...
„ Dulloah..	...	96	...	...
Tea, Fine Pekoe	119	126	119	123
„ Good Souchong	...	123	118	123
„ Congou	N.	137	...	150
Wheat, Doodiah	107	111	100	96

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 *as* = 100.

	1875.			
	March.	June.	September.	December.
IMPORTS.				
Grey Shirtings (8¼ lbs.)	86	85	84	...
Mule Twist, white, good, No. 40 ...	92	88	87	...
„ Turkey red, No. 46-12 lbs.	102	...	96	94
„ Orange, Nos. 40-60 ...	...	92	88	87
Copper, Sheathing	103	99	100	102
„ Braziers	103	100	...	101
„ Australian	108	106	102	108
Iron, flat, bolt, bar and square ...	93	85	73	78
Spelter, hard	148	137	136	148
Gold, Australian, 23 carats fine ...	100·74	101·12	...	101·87
Gold*	104·14	107·03	105·40	106·46
EXPORTS.				
Hides, buffalo, slaughtered, Patna ...	83	...	75	...
„ cow, slaughtered	97	84	74	78
Indigo, good	...	...	...	90
Jute, picked	132	122	119	125
„ ordinary	119	100	103	113
Lac dye, fine	73	...	55	...
„ middling	44	...	22	...
Shell lac, fine orange	...	166	149	119
„ middling	...	164	127	100
Linseed, fine, bold, clean	96	90	...	92
Rice, moonghy	...	...	128	117
„ ballam	112	126	141	135
Saltpetre, 2-4 per cent. refraction ...	75	73	76	74
Silk, raw, Cossimbazar	62	...	53	40
„ Gonatea	64	...	55	43
„ Jungypoor	62	...	52	43
„ Radhanagar...	59	56	52	39
„ Surdahs	60	...	52	42
Sugar, Benares...	...	...	...	...
„ date Gurpatta...	...	...	72	...
„ Dulloah...	...	...	...	...
Tea, Fine Pekoe	126	...	129	135
„ Good Souchong	125	114	109	104
„ Congou	...	125	112	119
Wheat, Doodiah	87	76	78	...

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 *as* = 100.

	1876.			
	January.	February.	March.	April.
IMPORTS.				
Grey Shirtings (8¼ lbs.)	85	84	86	84
Mule Twist, white, good, No. 40. ...	86	91	90	86
„ Turkey Red, No. 46-12 lbs.	92	98	92	...
„ Orange, Nos. 40-60 ...	80	87	...	88
Copper, Sheathing	101	100	99	...
„ Braziers	97	101	99	101
„ Australian	110	109	107	109
Iron, flat, bolt, bar and square ...	81	79	...	82
Spelter, hard	...	168	151	152
Gold, Australian, 23 carats fine ...	...	...	104·87	102·99
Gold*	108·87	111·91	111·72	...
EXPORTS.				
Hides, buffalo, slaughtered, Patna ...	79	71	...	60
„ cow, slaughtered	...	...	...	...
Indigo, good	91	95	Nom	...
Jute, picked	141	137	128	131
„ ordinary	123	...	119	...
Lac dye, fine	...	...	45	...
„ middling	...	...	...	...
Shell lac, fine orange	105	97	102	98
„ middling	95	82	87	73
Linseed, fine, bold, clean ...	90	88	...	85
Rice, moonghy	111	115	114	...
„ ballam	118	123	119	115
Saltpetre, 2-4 per cent. refraction ...	72	70	...	69
Silk, raw, Cossimbazar	53	58	...	56
„ Gonatea	55	59	...	57
„ Jungypoor	52	55	...	59
„ Radhanagar	48	54	...	56
„ Surdahs	46	54	...	56
Sugar, Benares	...	...	...	Nom
„ date, Gurpatta	...	Nom	...	68
„ Dulloah	...	...	86	...
Tea, Fine Pekoe	...	...	142	N.
„ Good Souchong	95	...	109	N.
„ Congou	106	...	112	N.
Wheat, Doodiah	76	...	74	...

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 *as* = 100.

	1876.			
	May.	June 12th.	June 26th.	July 10th.
IMPORTS.				
Grey Shirtings (8¼ lbs.)	83	80	...	...
Mule Twist, white, good, No. 40 ...	84	86	84	...
„ Turkey red, No. 40-12 lbs.	88	...	90	...
„ Orange, Nos. 40-60 ...	87	88	...	...
Copper, Sheathing	...	...	...	...
„ Braziers	...	...	...	...
„ Australian	108	107	106	...
Iron, flat, bolt, bar and square ...	79	75	73	...
Spelter, hard	148	...	150	151
Gold, Australian, 23 carats fine ...	103·37	107·86	...	110·86
Gold*	114·90	115·46	118·31	127·18
EXPORTS.				
Hides, buffalo, slaughtered, Patna ...	63	65	...	...
„ cow, slaughtered	...	...	74	...
Indigo, good	...	...	...	...
Jute, picked	137	...	...	134
„ ordinary	121	124	123	119
Lac dye, fine	55	...	...	56
„ middling	33	...	...	27
Shell lac, fine orange	93	85	...	81
„ middling	76	69	...	65
Linseed, fine, bold, clean	81	86	87	91
Rice, moonghy	...	112	...	...
„ ballam	...	...	117	...
Saltpetre, 2-4 per cent. refraction ...	68	73	...	79
Silk, raw, Cossimbazar	...	64	67	84
„ Gonatea	...	61	66	86
„ Jungypoor	...	64	71	79
„ Radhanagar	...	58	72	83
„ Surdahs	...	64	71	85
Sugar, Benares...	...	75	83	Nom
„ date, Gurpatta...	Nom	68	...	...
„ Dullonah...	83	87	...	93
Tea, Fine Pekoe	...	...	...	148
„ Good Souchong	...	...	127	136
„ Congou	...	...	137	144
Wheat, Doodiah	70	76	...	79

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. II.—*Concluded.*

Variations in the wholesale prices of certain staple commodities at Calcutta; taking the prices of March 1873 *as* = 100.

	1876.			
	July 24th.	August 7th.	August 21st.	Sept. 4th.
IMPORTS.				
Grey Shirtings (8¼ lbs.) ...	...	82	80·	79
Mule Twist, white, good, No. 40 ...	86	84	...	...
„ Turkey red, No. 40-12 lbs.	...	...	...	...
„ Orange, Nos. 40-60 ...	90	...	...	...
Copper, Sheathing	...	...	98	...
„ Braziers	100	99	...	...
„ Australian	...	104	102	99
Iron, flat, bolt, bar and square ...	...	72	71	...
Spelter, hard	153	...	...	152
Gold, Australian, 23 carats fine ...	113·86	110·86	107·86	113·86
Gold*	120·71	116·58	115·45	116·02
EXPORTS.				
Hides, buffalo, slaughtered, Patna ...	...	...	...	...
„ cow, slaughtered	Nom	...	...	...
Indigo, good	...	...	...	...
Jute, picked	144	...	...	137
„ ordinary	129	127	...	123
Lac dye, fine	...	...	...	...
„ middling	...	...	...	...
Shell lac, fine orange	80	76	...	78
„ middling	62	60	...	64
Linseed, fine, bold, clean	111	91	88	...
Rice, moonghy	125	119	117	...
„ ballam	...	115	112	...
Saltpetre, 2·4 per cent. refraction ...	...	77	...	...
Silk, raw, Cossimbazar	93	...	107	...
„ Gonatea	95	...	109	...
„ Jungypoor	100	...	...	...
„ Radhanagar	96	...	102	...
„ Surdahs	96	...	104	...
Sugar, Benares	...	...	...	...
„ date, Gurpatta...	72	...	77	...
„ Dulloah...	...	...	Nom	...
Tea, Fine Peakoe	...	142	...	145
„ Good Souchong	127	145	114	118
„ Congou	137	131	...	...
Wheat, Doodiah	74	...	79	76

* These prices of Gold are calculated from the prices in Sterling of Bar Silver in the London Market.

TABLE No. III.

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1843.		1844.		1845.	
	January.	July.	January.	July.	January	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.) ...	117	105	101	N.	109	118
Mule Twist, No. 40	93	99	96	99	102	114
„ Turkey Red, Nos. 40-80 ...	128	150	144	111	133	111
„ Orange Dye, Nos. 40-60 ...	127	N.	154	136	100	91
Copper, Sheathing	97	...	...	94	93	99
„ Braziers	102	96	102	98	96	104
Iron, square, flat and bolt ...	80	91	...	...	105	115
Spelter	159	190	162	143	...	135
Coffee, Mocha	112	95	119	...	115	103
„ Malabar	112	...	96	...	...	104
Ivory, large...	89	...	...	...	100	105
„ middling	100	93	...	86	93	106
Silk, China, Nankeen... ...	125	4	125	162	135	140
„ „ Canton No. 1 ...	125	123	125	...	137	143
„ „ „ „ 4 ...	162	125	...	100	162	181
„ „ „ „ 5 ...	50	64	73	...	68	73
EXPORTS.						
Indigo, Sind	86	80	86	86	86	91
Saltpetre	266	213	266	293	266	...
Linseed	N.	...	...	...	...	100
Cotton, Surat	106	104	101	117	89	94
„ Broach	103	102	100	117	89	94
„ Oomrawuttee... ...	118	110	105	129	110	108
„ Cutch	111	N.	108	120	101	104
„ Dhollera	99	93	99	105	90	88
„ Comptah	101	97	102	116	92	...
„ Mangalore and Pore Bunder ...	92	94	100	112	94	90
Wool, Mekran	80	91	107	123	140	126
„ Khorasan	78	82	101	N.	122	...
„ Marwar	74	95	112	116	121	105
„ Cutch	73	84	97	N.	109	104
Rice, Moonghy	82	106	...	100	106	...
Wheat, 1st sort	110	120	66	106	113	133
„ 2nd sort	104	123	84	108	115	146

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1846.		1847.		1848.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.) ...	109	110	105	87	100	110
Mule Twist, No. 40	126	108	96	93	90	96
,, Turkey Red, Nos. 40-80 ...	133	...	...	128	116	89
,, Orange Dye, Nos. 40-60 ...	...	105	86	...	110	114
Copper, Sheathing	100	101	108	110	117	106
,, Braziers	100	102	109	111	113	107
Iron, square, flat and bolt ...	105	110	...	119	137	123
Spelter	145	105	...	138	105	93
Coffee, Mocha	112	106	91	106	94	...
,, Malabar	100	...	96	104	96	80
Ivory, large...	...	...	...	...	100	111
,, middling	107	121	129	121	...	136
Silk, China, Nankeen... ...	135	119	...	...	102	92
,, ,, Canton No. 1 ...	137	120	128	125	117	103
,, ,, ,, ,, 4 ...	162	131	137	...	125	112
,, ,, ,, ,, 5 ...	...	...	...	...	82	73
EXPORTS.						
Indigo, Sind	86	N.	100	100	86	N.
Saltpetre	253	266	300	266	...	...
Linseed	N.	160	...	107	113	N.
Cotton, Surat	90	93	97	106	93	92
,, Broach	90	93	97	103	93	93
,, Oomrawuttee... ...	105	...	...	112	110	102
,, Cutch	98	N.	...	104	102	N.
,, Dhollera	...	82	86	93	...	91
,, Comptah	86	90	91	94	100	86
,, Mangalore and Pore Bunder ...	89	85	85	96	...	90
Wool, Mekran	134	118	123	96	86	80
,, Khorasan	118	N.	100	95	...	N.
,, Marwar	126	N.	121	110	89	N.
,, Cutch	116	N.	109	100	86	N.
Rice, Moonghy	141	123	100	141	106	100
Wheat, 1st sort	180	166	213	166	146	120
,, 2nd sort	205	198	231	182	167	123

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1849.		1850.		1851.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.)	93	92	100	93	100	91
Mule Twist, No. 40	93	...	100	117	108	114
„ Turkey Red, Nos. 40-80	94	89	100	111	116	89
„ Orange Dye, Nos. 40-60	100	...	100	91	105	102
Copper, Sheathing	110	105	100	96	91	81
„ Braziers	116	107	100	97	90	80
Iron, square, flat and bolt	117	100	100	84	79	72
Spelter	95	109	100	95	93	90
Coffee, Mocha	...	88	100	97	...	119
„ Malabar	...	64	100	88	92	104
Ivory, large	...	102	100	110	184	106
„ middling	136	121	100	132	118	100
Silk, China, Nankeen	97	...	100	108	105	113
„ „ Canton No. 1	94	97	100	106	104	108
„ „ „ „ 4	137	112	100	106	125	...
„ „ „ „ 5	91	...	100	...	55	73
EXPORTS.						
Indigo, Sind	80	100	100	...	83	86
Saltpetre	N.	160	100	...	253	133
Linseed	80	87	100	...	N.	...
Cotton, Surat	72	96	100	133	128	113
„ Broach	72	96	100	128	123	113
„ Oomrawuttee	83	110	100	150	147	125
„ Cutch	...	100	100	138	145	117
„ Dhollera	74	94	100	130	131	101
„ Comptah	76	98	100	141	137	111
„ Mangalore and Pore Bunder	75	97	100	137	135	104
Wool, Mekran	64	96	100	113	121	102
„ Khorasan	69	95	100	104	N.	...
„ Marwar	74	100	100	105	N.	...
„ Cutch	65	109	100	111	N.	...
Rice, Moonghy	106	100	100	125	129	94
Wheat, 1st sort	80	120	100	133	110	100
„ 2nd sort	77	108	100	142	108	123

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1852.		1853.		1854.	
	January.	July.	January	July.	January	July.
IMPORTS.						
Grey Shirting (8¼ lbs.) ...	72	70	76	85	80	66
Mule Twist, No. 40	87	...	89	102	...	96
„ Turkey Red, Nos. 40-80 ...	100	89	...	...	137	94
„ Orange Dye, Nos. 40-60 ...	105	102	105	109	93	N.
Copper, Sheathing	88	95	106	110	125	116
„ Braziers	87	92	104	105	123	117
Iron, square, flat and bolt ...	73	70	93	112	126	140
Spelter	...	88	93	105	119	143
Coffee, Mocha	103	122	119	109	...	112
„ Malabar	100	96	104	120	108	104
Ivory, large...	120	136	111	...	97	128
„ middling	143	153	143	...	125	143
Silk, China, Nankeen... ...	111	117	135	120	129	...
„ „ Canton, No. 1 ...	114	117	131	125	131	125
„ „ „ „ 4 ...	137	106	150	162	200	175
„ „ „ „ 5 ...	100	91	82	86	91	...
EXPORTS.						
Indigo, Sind...	...	100	...	86	103	...
Saltpetre	213	266	320	N.	320	80
Linseed	80	87	N.	...	...	...
Cotton, Surat	97	118	100	120	98	99
„ Broach	92	119	100	121	98	99
„ Oomrawuttee... ...	106	139	118	123	110	112
„ Cutch	101	118	105	121	105	N.
„ Dhollera	95	113	101	114	98	87
„ Comptah	92	120	103	112	98	91
„ Mangalore and Pore Bunder ...	90	119	96	116	102	94
Wool, Mekran	113	121	123	127	107	96
„ Khorasan	111	N.	...	...	...	...
„ Marwar	124	N.	...	...	...	...
„ Cutch	107	111	N.	..	...	...
Rice, Moonghy	...	100	109	106	117	...
Wheat, 1st sort	...	113	106	93	106	113
„ 2nd sort	...	115	138	115	123	138

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1855.		1856.		1857.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.) ...	91	93	95	97	95	103
Mule Twist, No. 40	84	96	87	90	100	102
„ Turkey Red, Nos. 40-80 ...	105	128	116	111	...	100
„ Orange Dye, Nos. 40-60 ...	95	100	114	105	91	95
Copper, Sheathing	133	140	145	128	132	...
„ Braziers	133	141	139	134	133	132
Iron, square flat and bolt ...	135	126	149	138	126	116
Spelter	138	117	135	124	171	157
Coffee, Mocha	104	122	109	180	125	150
„ Malabar	106	110	106	114	120	156
Ivory, large...	131	118	122	138	139	158
„ middling	155	144	143	171	170	189
Silk, China, Nankeen... ...	89	100	104	120	162	167
„ „ Canton, No. 1 ...	100	110	111	128	183	...
„ „ „ „ 4 ...	137	125	131	...	212	250
„ „ „ „ 5 ...	82	...	86	91	123	200
EXPORTS.						
Indigo, Sind	93	79	86	93	...	100
Saltpetre	106	...	126	N.	140	180
Linseed	...	...	...	...	126	153
Cotton, Surat	89	107	91	117	132	160
„ Broach	90	107	91	118	132	160
„ Oomrawuttee... ...	105	110	106	135	143	173
„ Cutch	95	116	110	127	N.	159
„ Dhollera	78	109	96	114	130	152
„ Comptah	89	123	105	120	136	159
„ Mangalore and Pore Bunder. ...	86	110	99	121	131	156
Wool, Mekran	94	110	99	102	115	129
„ Khorasan	...	...	...	...	117	128
„ Marwar	...	...	...	...	131	121
„ Cutch	...	...	...	...	125	141
Rice, Moonghy	53	N.	50	114	167	170
Wheat, 1st sort	126	110	...	156	123	156
„ 2nd sort	...	127	111	154	138	170

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850=100.

FROM JANUARY 1843 TO JULY 1876.

	1858.		1859.		1860.	
	January.	July.	January	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.)	112	120	146	128	123	128
Mule Twist, No. 40	123	108	150	114	111	108
„ Turkey Red, Nos. 40-80 ...	133	100	105	100	111	...
„ Orange Dye, Nos. 40-60 ...	114	100	109	118	120	...
Copper, Sheathing	125	110	120	118	131	113
„ Braziers	126	113	121	117	132	112
Iron, square, flat and bolt ...	119	103	114	105	108	114
Spelter	...	145	142	124	118	112
Coffee, Mocha	146	150	125	169	162	169
„ Malabar	152	...	144	134	144	148
Ivory, large...	...	133	133	126	137	146
„ middling	...	168	164	154	161	177
Silk, China, Nankeen... ...	146	121	...	140	146	156
„ „ Canton, No. 1 ...	163	147	143	148	166	174
„ „ „ „ 4 ...	184	156	131	162	187	181
„ „ „ „ 5 ...	132	113	109	...	...	100
EXPORTS.						
Indigo, Sind...	104	107	...	100	107	103
Saltpetre	160	166	160	240	200	...
Linseed	N.	...	130	...	125	120
Cotton, Surat	139	172	155	162	139	...
„ Broach	139	172	155	162	143	...
„ Oomrawuttee... ...	159	196	183	181	163	151
„ Cutch	145	179	166	168	149	138
„ Dhollera	138	164	149	155	136	127
„ Comptah	138	169	173	166	150	127
„ Mangalore and Pore Bunder ...	124	173	155	164	146	126
Wool, Mekran	102	96	...	91	122	102
„ Khorasan	117	100	115	95	99	117
„ Marwar	121	116	137	113	142	134
„ Cutch	132	125	118	104	131	143
Rice, Moonghy	159	161	211	223	235	...
Wheat, 1st sort	135	146	133	143	140	163
„ 2nd sort	227	162	142	169	161	173

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850=100.

FROM JANUARY 1843 TO JULY 1876.

	1861.		1862.		1863.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs) ...	...	116	119	132	168	213
Mule Twist, No. 40 ...	...	...	120	156	192	264
„ Turkey Red, Nos. 40-80 ...	116	111	...	...	122	139
„ Orange Dye, Nos. 40-60 ...	114	...	123	127	145	218
Copper, Sheathing	107	105	109	105	106	104
„ Braziers	104	106	111	102	105	104
Iron, square, flat and bolt ...	...	99	99	100	107	87
Spelter	107	99	...	90	96	92
Coffee, Mocha	...	181	207	205	200	172
„ Malabar	...	...	160	188	184	...
Ivory, large...	141	133	125	...	...	133
„ middling	177	...	159	168	...	143
Silk, China, Nankeen... ...	143	119	113	124	140	170
„ „ Canton, No. 1 ...	163	...	156	163	180	166
„ „ „ „ 4 ...	168	159	156	184	187	206
„ „ „ „ 5 ...	104	91	109	104	118	136
EXPORTS.						
Indigo, Sind...	...	...	...	...	...	107
Saltpetre	140	...	...	126	146	166
Linseed	125	145	147	173	163	188
Cotton, Surat	...	131	179	314	417	547
„ Broach	139	131	179	314	408	547
„ Oomrawuttee ...	142	194	200	351	499	594
„ Cutch	144	N.	157	350	463	592
„ Dhollera	133	174	179	316	418	534
„ Comptah	132	176	196	342	483	537
„ Mangalore and Porc Bunder ...	132	176	183	334	412	504
Wool, Mekran	94	107	...	110	137	129
„ Khorasan	119	124	130	143	174	158
„ Marwar	145	149	158	192	242	195
„ Cutch	136	152	159	179	232	182
Rice, Moonghy	223	217	206	200	...	235
Wheat, 1st sort	156	166	173	180	...	206
„ 2nd sort	...	200	...	...	...	265

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850=100.

FROM JANUARY 1843 TO JULY 1876.

	1864.		1865.		1866.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.) ...	208	258	237	181	225	188
Mule Twist, No. 40	279	276	228	192	240	216
„ Turkey Red, Nos. 40-80 ...	166	178	...	133	155	...
„ Orange Dye, Nos. 40-60 ...	241	259	223	155	181	163
Copper, Sheathing	107	106	99	95	97	96
„ Braziers	116	109	101	93	97	95
Iron square, flat and bolt ...	100	103	105	96	110	111
Spelter	90	93	97	90	108	126
Coffee, Mocha	162	137	156	...	165	...
„ Malabar	160	144	156	164	180	168
Ivory, large...	125	133	...	122	133	133
„ middling	161	...	167	136	150	...
Silk, China Nankeen... ...	146	167	189	221	...	227
„ „ Canton, No. 1 ...	163	188	200	246	...	266
„ „ „ „ 4 ...	...	...	356	412	...	...
„ „ „ „ 5 ...	114	...	...	191	...	209
EXPORTS.						
Indigo Sind...	...	...	...	...	...	...
Saltpetre	140	153	...	126	153	...
Linseed	148	185	154	153	178	...
Cotton, Surat	650	666	447	336	521	333
„ Broach	650	666	447	336	522	333
„ Oomrawuttee ...	812	763	611	394	605	381
„ Cutch	703	697	N.	...	...	345
„ Dhollera	654	660	478	344	517	330
„ Comptah	722	716	518	296	545	364
„ Mangalore and Porc Bunder ...	684	644	N.	290	450	321
Wool, Mekran	118	132	172	129	141	132
„ Khorasan	122	137	139	152	169	...
„ Marwar	168	216	...	200	210	202
„ Cutch	173	218	188	168	186	193
Rice, Moonghy	...	241	...	...	247	250
Wheat, 1st sort	283	350	...	...	...	...
„ 2nd sort	250	329	...	...	...	317

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850=100.

FROM JANUARY 1843 TO JULY 1876.

	1867.		1868.		1869.	
	January.	July.	January.	July.	January.	July.
IMPORTS.						
Grey Shirtings (8¼ lbs.) ...	171	151	128	139	129	139
Mule Twist, No. 40	173	160	120	129	...	153
„ Turkey Red, Nos. 40-80 ...	...	144	105	122	...	...
„ Orange Dye, Nos. 40-60 ...	168	155	109	132	127	141
Copper, Sheathing	93	91	87	92	87	86
„ Braziers	93	...	87	90	86	87
Iron, square, flat and bolt ...	121	105	96	101	101	89
Spelter	135	157	128	119	112	107
Coffee, Mocha	175	147	153	162	...	178
„ Malabar	176	145	136	140	124	146
Ivory, large...	...	155	136	147	139	144
„ middling	151	164	166	168	161	168
Silk, China, Nankeen... ...	224	192	175	229	183	...
„ „ Canton, No. 1 ...	240	204	201	206	216	...
„ „ „ „ 4 ...	237	119	N.	387	281	..
„ „ „ „ 5 ...	164	173	195	182	164	...
EXPORTS.						
Indigo, Sind...	111	89	100	114	116	119
Saltpetre	146	120	123	140	146	...
Linseed	192	181	155	168	157	167
Cotton, Surat	300	261	157	263	271	339
„ Broach	300	261	157	263	271	344
„ Oomrawuttee ...	355	300	208	305	339	421
„ Cutch	330	N.	160	287	285	N.
„ Dhollera	316	251	149	278	291	332
„ Comptah	366	284	169	285	290	353
„ Mangalore and Pore Bunder ...	302	N.	150	277	281	N.
Wool, Mekran	107	118	96	123	118	...
„ Khorasan	139	130	113	126	113	126
„ Marwar	179	163	142	163	158	163
„ Cutch	145	...	126	145	132	141
Rice, Moonghy	258	...	211	188	200	217
Wheat, 1st sort	223	236	253	223	241	256
„ 2nd sort	236	142	135	207	269	285

TABLE No. III.—*Continued.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1870.		1871.		1872.		1873.
	January.	July.	January.	July.	January.	July.	January.
IMPORTS.							
Grey Shirtings (8¼ lbs.) ...	133	127	118	121	118	122	121
Mule Twist, No. 40 ...	147	144	117	123	126	147	141
„ Turkey Red, Nos. 40-80. ...	...	...	...	...	...	119	122
„ Orange Dye, Nos. 40-60. ...	127	...	118	...	...	127	134
Copper, Sheathing	81	72	77	83	87	105	103
„ Braziers	81	80	76	81	88	106	101
Iron, square, flat and bolt ...	...	91	110	101	116	137	140
Spelter	105	96	100	97	104	...	...
Coffee, Mocha	189	187	179	187	184	197	187
„ Malabar	164	160	130	150	164	196	200
Ivory, large	150	153	...	...	153	174	222
„ middling	181	171	183	179	173	207	243
Silk, China, Nankeen	186	..	156	164	186	197	186
„ „ Canton, No. 1 ...	195	186	...	191	207	213	197
„ „ „ „ 4 ...	237	231	178	237	244	237	244
„ „ „ „ 5 ...	168	136	...	118	93	104	102
EXPORTS.							
Indigo, Sind...	100	86	114	126	87	86	...
Saltpetre	N.	166	220	180	173	200	...
Linseed	167	170	161	157	160	168	163
Cotton, Surat	336	272	206	240	273	266	N.
„ Broach	336	272	206	240	273	266	N.
„ Oomrawuttee... ...	371	322	237	292	329	342	289
„ Cutch	324	293	216	276	237	286	290
„ Dhol'era	300	282	212	256	264	266	237
„ Comptah	322	296	222	262	237	285	269
„ Mangalore and Pore Bunder. ...	314	296	219	264	250	262	200
Wool, Mekran	102	107	102	139	171	129	165
„ Khorasan	109	113	115	139	162	135	169
„ Marwar	152	150	152	221	205	186	189
„ Cutch...	127	139	136	184	195	200	216
Rice, Moonghy	164	182	176	...	178	176	170
Wheat, 1st sort	258	261	130	190	196	198	226
„ 2nd sort	227	231	208	204	...	202	227

TABLE No. III.—*Concluded.*

Variations in the wholesale prices of certain staple commodities at Bombay, taking the prices of January 1850 = 100.

FROM JANUARY 1843 TO JULY 1876.

	1873.	1874.		1875.		1876.	
	July.	January.	July.	January.	July	January.	July.
IMPORTS.							
Grey Shirtings (8¼ lbs.) ...	123	114	112	104	107	110	105
Mule Twist, No. 40	132	129	...	117	123	117	111
„ Turkey Red, Nos. 40-80 ...	...	...	116	111	119	105	100
„ Orange Dye, Nos. 40-60 ...	132	127	120	114	...	...	109
Copper, Sheathing	104	110	103	109	108	...	106
„ Braziers	102	109	100	107	106	105	105
Iron, square, flat and bolt ...	168	184	154	131	123	126	114
Spelter	116	114	116	114	128	126	134
Coffee, Mocha	206	237	225	228	222	228	241
„ Malabar	248	276	244	228	246	252	276
Ivory, large	211	199	211	205	...	...	255
„ middling	250	221	243	229	...	...	307
Silk, China, Nankeen... ...	174	162	...	...	...	...	154
„ „ Canton No. 1 ...	198	171	...	...	...	...	151
„ „ „ „ 4 ...	241	237	...	...	...	...	188
„ „ „ „ 5 ...	86	91	...	...	...	141	100
EXPORTS.							
Indigo, Sind...	...	...	...	...	...	87	129
Saltpetre	...	...	...	...	...	...	N.
Linseed	158	...	151	163	144	151	153
Cotton, Surat	...	230	217	222	228	238	183
„ Broach	224	250	217	222	228	239	183
„ Oomrawuttee... ...	263	256	231	225	227	233	206
„ Cutch	231	N.	...	...	...	...	188
„ Dhollera	216	200	192	181	192	195	178
„ Comptah	237	216	N.	...	...	...	...
„ Mangalore and Pore Bunder. ...	219	N.	...	...	...	...	175
Wool, Mekran	148	96	102	129	131	110	91
„ Khorasan	165	119	109	119	117	91	...
„ Marwar	212	147	142	174	200	184	192
„ Cutch...	190	168	145	177	170	150	152
Rice, Moonghy	147	...	...	...	...	...	152
Wheat, 1st sort	215	175	171	168	165	171	170
„ 2nd sort	238	177	169	...	181	173	177

TABLE No. IV.

Variations in the wholesale prices of certain staple commodities at Bombay; taking the prices of January 1873 = 100.

[The prices from which Table III. and this Table have been compiled were returned by the Commissioner of Customs, Bombay. They show the same results as Calcutta prices.]

	1873.		1874.		1875.		1876.	
	January.	July.	January	July.	January.	July.	January.	July.
IMPORTS.								
Grey Shirtings (8¼ lbs.)	100	102	94	93	86	89	91	87
Mule Twist, No. 40	100	94	85	...	83	87	83	79
„ Turkey Red, Nos. 40-80.	100	...	...	95	91	98	86	82
„ Orange Dye, Nos. 40-60.	100	98	95	90	85	...	...	81
Copper, Sheathing	100	102	107	100	106	105	...	104
„ Braziers	100	101	108	99	106	104	103	104
„ Australian	100	98	100	94	102	...	104	99
Iron, flat, square and bolt	100	120	131	110	93	87	90	79
Spelter	100	111	109	111	108	123	120	124
Coffee, Mocha	100	110	126	120	122	118	122	128
„ Malabar	100	124	138	122	114	123	126	138
Ivory, large	100	95	89	95	92	...	...	115
„ middling	100	103	91	100	94	...	...	124
Silk, China, Nankeen	100	93	87	...	...	...	...	82
„ „ Canton, No. 5	100	84	89	...	...	...	111	98
EXPORTS.								
Linseed	100	97	...	93	100	88	92	94
Cotton, Surat	100	...	94	81	83	85	89	69
„ Broach	100	84	94	81	83	85	90	69
„ Oomrawuttee	100	91	89	80	78	...	80	71
„ Dhollera	100	91	84	81	76	81	82	75
Wool, Mekran	100	90	58	61	77	79	66	55
„ Khorasan	100	97	70	65	70	69	54	...
„ Marwar	100	112	78	75	91	105	97	101
„ Cutch	100	88	78	67	82	79	69	70
Sugar, Bengal No. 1	100	96	92	...	98	92	...	88
„ Mauritius No. 1	100	97	91	...	97	91	86	...
Wheat, Sohagpur Pissi	100	...	75	82	79	72	77	81
„ Khundwah Seoni	100	95	77	76	74	73	76	75
„ Lasalgaum	100	105	78	75	...	79	76	78
„ Jubbulpore	100	...	81	87	77	76	85	82

TABLE No. V.

Variations in the wholesale prices (i.e., values measured in Gold) of certain commodities in London; taking the average prices 1845-50 as = 100.

[From the "London Economist."]

Dates.	Tobacco.	Coffee.	Indigo.	Leather.	Sheep's Wool	Iron.	Butchers' Meat.	Lead.	Timber.	Cotton Yarn.	Tin.	Cotton Cloth.
1845-50, average 6 years	100	100	100	100	100	100	100	100	100	100	100	100
1851—1 January	161	114	128	97	113	90	87	100	84	128	98	118
1853—1 July	111	110	161	100	125	105	111	140	107	105	126	107
1857—1 „	210	151	121	150	146	121	105	143	103	126	166	113
1858—1 January	195	114	163	130	105	110	114	131	100	123	127	99
1865—1 „	322	161	137	131	159	95	123	115	97	323	115	252
1866—1 „	222	179	126	„	144	100	129	123	91	308	122	222
1867—1 „	200	149	145	128	...	88	121	114	95	215	99	178
1868—1 „	„	141	154	136	115	86	112	111	94	118	112	114
1869—1 „	167	127	143	„	104	85	117	109	97	149	129	131
1870—1 „	„	134	151	128	96	88	123	„	99	154	138	135
1871—1 „	155	125	137		88	87	133	103	115	138	160	118
1872—1 „	189	145	159	133	133	99	134	109	116	149	177	125
1873—1 „	195	171	169	144	157	141	144	124	127	154	171	126
„ —1 July	189	183	124	147	139	167	171	134	125	141	161	123
1874—1 January	183	23	123	„	140	„	146	139	„	136	143	116
„ —1 July	178	63	156	„	126	150	133	122	144	131	122	120
1875—1 January	256	173	157	153	145	138	137	137	132	122	118	116
„ —1 July	„	179	150	150	134	126	157	126	125	121	106	„
1876—1 January	„	183	130	147	133	125	153	131	128	123	99	111

"The construction is as follows:—The basis of 100 represents the average prices of the six years 1845-50, and all the subsequent figures are calculated from that datum line. Thus, as regards *Coffee* (col. 2), the price of 1st July 1857, was equal to 151, or 50 per cent. above the average prices of 1845-50. In order to ascertain the *percentage* rise or fall between one date and another—as, for example, *Coffee*—comparing 1st July 1857, when the figure was 151, with 1st January 1866, when the figure was 179, or a difference of 28, the rise per cent. has to be measured with the quantity 151, and gives of course a result of 19 per cent. as the real advance. In the course of so long a period of years as 1845-71, some variations have inevitably arisen in the mode of quoting prices in the usual Prices Current. In all such cases, the nearest approach possible has been made to a *uniform* quotation throughout the Table. In *Raw Cotton* especially, there have been considerable changes of *qualities*, introduced by the large use of Indian and other kinds. In *Tea* and *Sugar* also, changes have occurred in the kinds most usually quoted.

TABLE No. V.—*Concluded.*

Variations in the wholesale prices (i.e., values measured in Gold) of certain commodities in London; taking the average prices 1845-50 as = 100.

[From the "London Economist."]

Dates.	Silk, Raw.	Oils.	Cotton.	Tallow.	Copper.	Tea.	Flax and Hemp.	Cotton Wool, Pernambuco only.	Wheat.	Sugar.	*Total Index No.*	Silver.
1845-50, average 6 years	100	100	100	100	100	100	100	100	100	100	100	100·
1851—1 January	113	101	86	86	95	129	94	106	71	94	104	103·35
1853—1 July	117	130	...	111	105	„	110	81	84	70	107	102·51
1857—1 „	204	141	95	147	121	162	121	97	118	123	136	103·14
1858—1 January	156	121	73	118	110	140	113	86	90	83	118	„
1865—1 „	157	129	363	93	101	108	132	325	72	65	162	„
1866—1 „	200	141	383	112	122	141	140	267	89	72	„	102·93
1867—1 „	183	140	227	106	98	108	116	191	113	66	137	102·09
1868—1 „	161	138	100	98	96	104	121	181	127	73	121	101·26
1869—1 „	183	127	155	111	89	105	124	139	96	72	„	101·68
1870—1 „	174	126	173	105	83	102	116	144	80	83	122	101·46
1871—1 „	183	114	118	102	81	100	„	106	100	„	117	„
1872—1 „	169	122	141	111	103	„	115	119	104	„	128	101·68
1873—1 „	„	118	132	98	105	„	118	126	„	74	134	100·20
„ —1 July	161	107	137	„	103	92	117	111	111	73	132	99·48
1874—1 January	149	110	121	93	104	108	118	106	116	68	131	97·27
„ —1 July	124	115	109	94	98	101	124	100	114	66	126	98·95
1875—1 January	115	111	111	108	105	100	95	95	80	68	„	96·01
„ —1 July	96	„	109	93	100	„	97	96	81	63	122	93·50
1876—1 January	87	116	107	120	„	„	105	106	84	67	123	94·13

The col. "*Total Index No.*" is the total for each date of all the percentage columns reduced proportionally again. The "*Total Index No.*" does not, of course, present a full and accurate representation of the variations of prices, inasmuch as it cannot allow for the relative importance of the different articles. *Wheat*, for example, reckons for no more in the "*Total Index No.*" than *Indigo*; and during the years of the high price of *Cotton* and *Cotton Fabrics*, the Total Index No. is unduly raised by that special cause. Still the Total Index No. read with the needful qualifications, may suggest important inferences." (*Notes reproduced from the "Economist."*)

TABLE No. VI.

Values in London, measured in Silver, of certain selected commodities at various periods, compared with their average values for the six years 1845-50, *and assuming the average value of each commodity during those years as* = 100.

(Prepared from Table V. Both Tables show a great general rise in the values of other commodities, whether measured in Gold or Silver, as compared with the data of 1845-50; but no marked rise in recent years.)

—	Tobacco.	Coffee.	Indigo.	Leather.	Sheep's Wool	Iron.	Butchers' Meat.	Lead.	Timber.	Cotton Yarn	Tin.	Cotton Cloth.
1845-50, average for 6 years	100	100	100	100	100	100	100	100	100	100	100	100
1851, January 1st	155	110	124	94	109	87	84	197	81	124	195	114
1853, July 1st	108	107	156	97	122	102	108	37	104	102	123	104
1857, July 1st	204	146	117	145	142	117	102	139	100	122	161	109
1858, January 1st	189	111	158	126	102	107	111	127	97	119	123	96
1865, January 1st	312	156	133	127	154	92	119	111	94	313	111	244
1866, January 1st	216	174	122	„	140	97	125	119	88	299	119	216
1867, January 1st	196	146	142	124	141	86	119	112	93	211	97	174
1868, January 1st	197	139	152	134	114	85	111	110	„	117	111	113
1869, January 1st	164	125	141	„	102	84	115	107	95	147	127	129
1870, January 1st	165	132	149	126	95	87	121	„	98	152	136	133
1871, January 1st	153	123	135	„	87	86	131	101	113	136	158	116
1872, January 1st	186	143	156	131	131	97	132	107	114	147	174	123
1873, January 1st	194	170	169	144	157	141	144	124	127	154	170	126
„ July 1st	190	184	125	148	110	168	172	135	126	142	162	124
1874, January 1st	188	240	126	151	144	172	150	143	129	140	147	119
„ July 1st	180	198	158	149	127	152	134	123	146	132	123	121
1875, January 1st	267	180	164	159	151	144	143	143	137	127	„	„
„ July 1st	274	191	160	160	143	135	168	135	134	129	113	124
1876, January 1st	272	194	138	156	141	133	163	139	136	131	105	118

TABLE No. VI.—*Concluded.*

Values in London, measured in Silver, of certain selected commodities at various periods, compared with their average values for the six years 1845-50, *and assuming the average value of each commodity during those years as* = 100.

(Prepared from Table V. Both Tables show a great general rise in the values of other commodities, whether measured in Gold or Silver, as compared with the data of 1845-50; but no marked rise in recent years.)

—	Silk, Raw.	Oils.	Cotton.	Tallow.	Copper.	Tea.	Flax and Hemp.	Cotton Wool Pernambuco only.	Wheat.	Sugar.	Gold.	Silver.
1845-50, average for 6 years	100	100	100	100	100	100	100	100	100	100	100	100
1851, January 1st.....	109	98	82	88	92	125	91	102	68	91	96·75	100
1853, July 1st	114	127	N.	102	102	„	107	79	82	68	97·54	100
1857, July 1st	198	136	92	142	117	157	117	94	114	119	96·95	100
1858, January 1st.....	151	117	71	114	107	136	110	83	87	80	„	100
1865, January 1st.....	152	125	352	90	98	105	128	315	70	63	„	100
1866, January 1st.....	194	137	372	109	119	137	136	259	86	70	97·15	100
1867, January 1st.....	179	„	222	104	96	106	114	187	111	65	97·94	100
1868, January 1st.....	159	136	99	97	95	103	119	179	125	72	98·75	100
1869, January 1st.....	180	125	152	109	87	„	122	137	94	71	98·35	100
1870, January 1st.....	171	124	170	103	82	100	114	142	79	82	98·55	100
1871, January 1st.....	180	112	116	100	80	99	„	104	99	„	„	100
1872, January 1st.....	166	120	139	109	101	98	113	117	102	„	98·35	100
1873, January 1st.....	169	118	132	98	105	100	118	126	104	74	99·79	100
„ July 1st	162	108	138	99	104	92	„	112	112	73	100·53	100
1874, January 1st.....	153	113	124	96	107	111	121	109	119	70	102·80	100
„ July 1st	125	116	110	95	99	102	125	101	115	67	101·06	100
1875, January 1st.....	120	„	116	112	109	104	99	99	83	71	104·15	100
„ July 1st	103	119	117	99	107	107	104	103	87	67	106·95	100
1876, January 1st.....	92	123	114	127	106	106	112	113	89	71	106·23	100

TABLE No. VII.

Prices (i.e., values measured in Gold) in London of certain commodities at various periods, compared with those of March 1873.

[Prepared from the "London Economist."]

	1873.			1874.		1875.		1876.			
	March.	July.	December.	June.	December	June.	December.	January.	February	March.	April.
Beef, inferior	100	125·00	125·00	97·50	110·00	127·50	127·50	127·50	97·50	...	110·00
Coffee	100	94·22	124·28	108·09	97·11	104·04	104·62	102·89	102·89	100·00	95·37
Beef, prime, small	100	109·52	103·17	101·58	103·17	106·35	100·00	101·58	95·24	95·24	101·76
Silver (Bar)	100	99·37	97·07	98·74	95·82	93·41	93·93	91·84	89·33	89·54	89·54
Copper, Chili Bars	100	90·50	92·73	88·54	93·29	91·62	91·62	90·22	87·15	85·47	88·27
Flour, Town-made	100	110·64	110·64	107·44	81·91	76·59	90·42	90·42	90·42	90·42	86·17
,, New York	...	100·	109·60	100·	82·40	84·80	88·00	84·80	82·40	84·00	83·20
American Redspring at New York	...	100·	105·29	98·67	80·79	80·13	88·08	90·06	89·40	92·05	90·06
Wool, South Down Hogs	100	97·56	96·34	76·83	89·02	82·92	85·36	80·48	80·48	80·48	80·48
Saltpetre	100	...	85·58	70·27	80·18	85·58	82·88	81·08	81·98	81·98	80·18
Cotton, No. 40, Mule Twist	100	96·42	94·64	90·07	82·92	82·92	85·71	85·71	80·35	80·35	80·35
Wheat	100	108·74	111·61	109·79	80·84	77·69	82·80	79·94	78·28	78·43	81·90
Pepper	100	98·86	105·68	88·63	95·45	85·22	78·40	73·29	66·47	66·47	64·77
Sugar, Foreign Muscovada	100	87·18	92·31	82·05	87·18	83·33	76·92	74·36	69·23	67·95	71·79
Cotton, Middling, Upland	100	94·59	86·49	89·19	79·05	80·40	75·00	68·92	66·89	81·76	68·92
Coals, Hetton, Wallsend London	100	86·56	94·03	74·63	89·55	67·16	74·63	67·16	64·18	67·16	63·43
Sugar, Mauritius	100	87·90	87·90	75·34	75·34	71·86	70·46	70·47	69·77	69·08	69·08
Straits Tin	100	89·34	79·38	69·41	64·60	57·04	56·36	54·64	52·23	49·82	49·14
Scotch Pig Iron (warrants)	100	91·82	91·04	81·49	67·55	51·30	54·25	53·83	49·82	49·82	49·19

NOTE.—The prices of March 1873 were inflated owing to special circumstances; but the quotations from which this table is calculated are not forthcoming from an earlier period. Moreover, March 1873 is near the date, November 1872, when the values of Gold and Silver began to diverge.

TABLE No. VIII.

Values measured in Silver of certain selected commodities at various periods, compared with their values in March 1873, and taking these values as = 100

[Prepared from Table VI. Both these tables show a general decrease in the value of other commodities, whether mensured in Gold or Silver; in other words, a rise in the value of both these metals since 1873: and no reaction even during 1876.]

	1873.			1874.		1875.		1876.			
	March.	July.	December.	June.	December.	June.	December.	January.	February.	March.	April.
Silver	100	100	100	100	100	100	100	100	100	100	100
Gold	100	100·63	103·04	101·27	104·37	107·03	106·46	108·87	111·91	111·72	111·72
Scotch Pig Iron	100	92·42	94·85	82·53	70·52	54·92	57·74	58·61	55·78	55·63	54·92
Coals, Hetton, Wallsend	100	87·14	96·96	75·53	93·57	71·96	79·46	73·21	71·93	75·09	70·71
Copper, Chili Bars	100	91·08	95·56	89·68	97·39	98·10	97·56	98·26	97·56	95·46	99·00
Straits Tin	100	89·90	81·76	70 29	67·41	61·07	60·00	59·49	58·46	55 65	54·87
Wheat	100	109·41	115·04	111·26	84·42	83·12	88·20	87·12	87·69	88·33	91·45
American Redspring	...	100·	107·89	99·12	83·33	85·09	92·98	97·81	99·82	102·54	100·00
Flour, Town-made	100	111·32	113·99	108·78	85·49	82·06	96·31	98·47	101·30	101·05	96·31
„ New York	...	100·	112·26	100·63	85·41	90·27	93·02	91·88	91·79	93·34	92·39
Beef, inferior	100	125·85	128·90	98·74	114·90	136·62	135·91	138·96	109·32	...	122·98
„ prime, small	100	110·25	104·33	102·85	107·74	113·89	106·49	110·59	106·59	106·43	117·08
Cotton, Middling, Upland	100	95·35	89·15	89·92	82·17	86·04	79·84	75·04	74 88	91·47	76·74
No. 40 Mule Twist	100	96·92	97·44	92·31	87·70	89·74	91·29	93·34	89·74	89·74	89·74
Wool, South Down Hogs	100	98·19	99·27	77·81	92·91	88·80	90·90	87·65	90·13	89·91	89·91
Sugar, Manilla Muscovada	100	87·73	95·09	83 13	90·79	89·26	81·90	81·04	77·58	75·95	80·06
„ Mauritius	100	88·33	90·50	76·17	78·50	76·83	75·00	76·68	78·05	77·10	77·00
Coffee	100	94·82	128·06	109·47	101·38	111·40	111·40	112·02	115·20	111·68	106·56
Pepper	100	99·02	108·82	90·20	100·	91·18	83·33	80·00	74·61	74·41	72·55
Saltpetre, English, refined	100	..	86·21	71·12	81·90	91·59	88·15	88·36	91·85	91·63	89·63

No. 176 of 1876.

BOMBAY, 10*th October*, 1876.

The SECRETARY to the BENGAL CHAMBER of COMMERCE, Calcutta.

SIR,—On receiving your letter of the 24th July last, with the proceedings of the Special General Meeting of your Chamber, held on the 15th idem, my Committee immediately gave the same their most careful consideration, but they found themselves unable to support the second Resolution of your Chamber that clause 19 of Act XXIII. of 1870, and also section 11, clause (6) of Act III. of 1871, be temporarily suspended at the discretion of Government; and that during such suspension, or till further notice, it be not lawful to import coined rupees from any foreign port.

Feeling, however, that it was a subject on which there might be much diversity of opinion, they deemed it advisable to take the views of the members of this Chamber upon it, and your letter of the 24th July, with the proceedings of the Special General Meeting of the 15th idem, were therefore circulated among them. The papers have only now been returned from circulation, and the majority of the members being decidedly opposed to the resolutions, the Committee are precluded from supporting them; and, as the Government has already given its decision, it is perhaps unnecessary to enter into particulars.—I remain, &c.,

J. GORDON, Secretary.

APPENDIX AA.

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THE PORT TRUST.

ADMINISTRATION REPORT TO 31ST MARCH, 1876.

31ST MAY, 1876.

The general result of the administration of the affairs of the Port Trust, during the year ending the 1st April last, has been very satisfactory. The revenue shows a large increase, and only fails to meet the expenditure by Rs. 36,455, or less than 3 per cent. of the whole. As the expenditure is chiefly on account of the payment to Government of interest on the purchase-money of the Elphinstone Estate, it is liable to little fluctuation.

2. The increased receipts during 1875-76 have not arisen from the imposition of any additional dues on trade; on the contrary, these imports have in several instances been lightened. The rates for land and warehouse rent have been charged on a moderate scale, with a corresponding increase in the number of tenants.

3. The main sources of additional revenue have been grain and seeds. Whereas the cotton trade has always been located at Colaba, and is of secondary importance at the Port Trust wharves, the grain and seed trade, whether local or for export, is chiefly carried on in the Native Town or on the Elphinstone Estate, and in either case the exports pass over the Port Trust Bunders. The falling-off in the exports of cotton has therefore little affected the Port Trust income, while the activity evinced this season in the export of cereals has greatly benefitted it.

4. As grain and seeds afford the most important and promising traffic on the Elphinstone Estate, the Trustees have made every endeavour to foster it. In accordance with a representation from the Chamber of Commerce, the wharfage fees on seeds have been reduced. Merchants

dealing in these articles have been encouraged to occupy warehouses at the Carnac Bunder, which is conveniently situated near the railway station, and adjoins a good basin for cargo-boats. The fine range of warehouses called the "Ryan Market," built expressly for the grain merchants, is always full. Two new buildings, of a very substantial character, intended for the trade in dhall, are almost ready for use. The construction of other warehouses for the grain trade is contemplated, but any new works on the Elphinstone Estate must now be built with reference to the changes which will follow the opening of the Prince's Dock.

5. The state of the Port Trust finances does not permit of any considerable new works being provided for from the current revenue, but the Trustees have not been insensible to the necessity of making moderate yearly improvements to the Port. Two new beacons have been erected during each of the past two years, in pursuance of a scheme for gradually substituting beacons for buoys in all suitable situations.

6. The foundation-stone of the Prince's Dock was laid by His Royal Highness the Prince of Wales on the 11th November 1875. The contract for the masonry, amounting to Rs. 28,34,250-1-0, has been given to Messrs. Glover & Co., and these gentlemen have pushed forward the works with an energy and success which leave no room to doubt that their portion of the undertaking will be ready before the contract time. The dredging of the channel of approach will be commenced when the powerful dredger, now daily expected, shall have arrived, and the excavation of the interior of the dock will be taken in hand immediately after the rains.

7. During the present year, the Sassoon Dock, belonging to Messrs. Sassoon & Co., has been opened to the trade, and the result shows that some of the fears which have at various times been expressed as to the suitability of docks for this harbour, are groundless. There appears no reason to apprehend that the water in a dock will stagnate, as some sanitary authorities have suggested. The health of the crews does not suffer. No difficulty seems to be experienced in inducing vessels to frequent the dock, but there has not yet probably been sufficient experience to show what price

the trading community are willing to pay for the accommodation afforded.

8. A new set of rules for the Pilot service has been prepared, and has received the assent of the Chamber of Commerce, and now awaits the sanction of Government.

9. The reports of the Chief Engineer, the Traffic Manager, and the Master Attendant are printed *in extenso*, and afford detailed information on all matters of interest in their respective departments.

J. A. BALLARD, Chairman.

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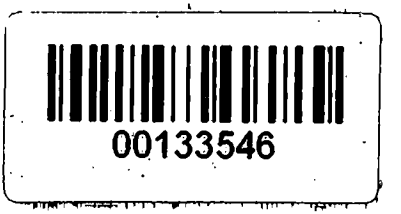
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